FIRST RIDE: Yamaha YZF-R6

CYCLE NEWS®

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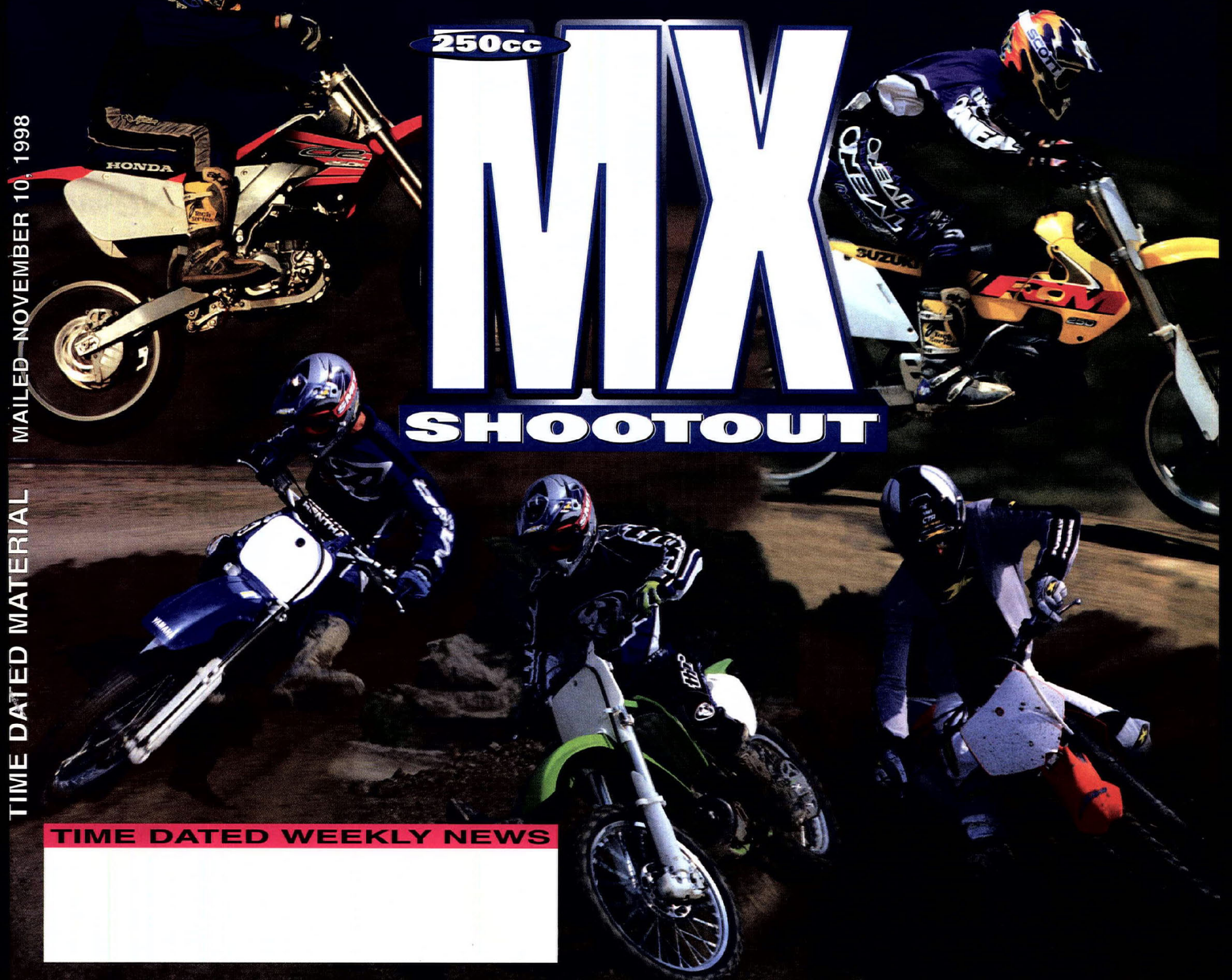

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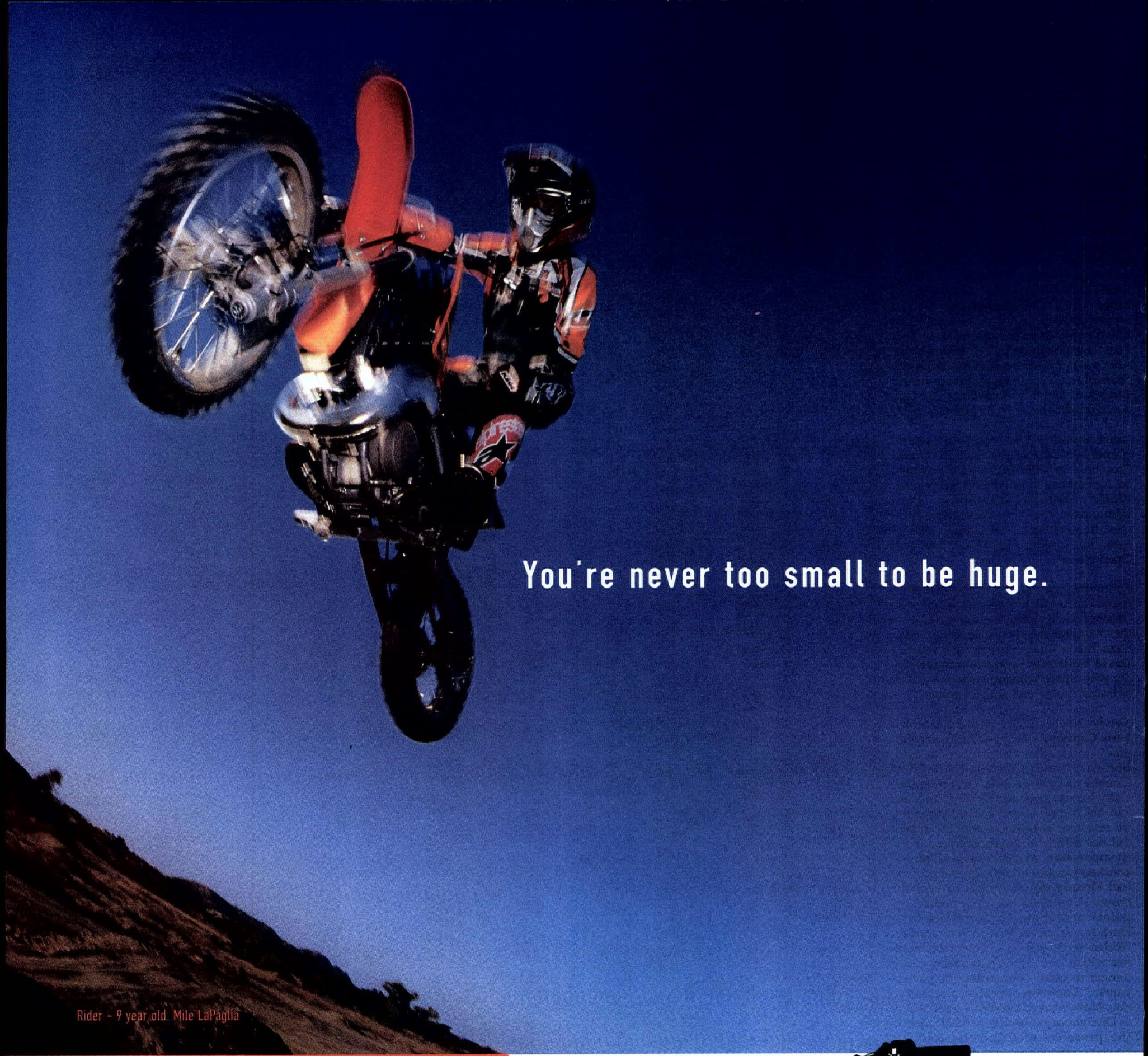

Rider - 9 year old, Mile LaPaglia

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Four races, four different winners. **Chad Pederson** (Suz), **Heath Voss** (Hon), **Jeff Willoh** (Hon) and **Cliff Palmer** (Kaw) all won races during the opening two rounds of the AMA/PJ1 National Arenacross Series, held in Des Moines, Iowa, November 6-7. Pederson topped **Buddy Antunez** (Suz) and Voss to win the opening night's 125cc final, with Voss beating Pederson and **Mike Jones** (Kaw) to take Friday night's 250cc class. On Saturday, Willoh topped Palmer and Pederson in 125cc action while Palmer came back to beat Voss and Antunez in the 250cc class. After two of 34 rounds, Voss leads the championship point standings over Pederson, 69-65, with Palmer holding down third place with 53 points.

Lance Smail (KTM) won the featured Hamel 100 class at the Elsinore Grand Prix, held in Lake Elsinore, California, on November 8. Smail topped former World Enduro Champion Paul Edmondson (Suz) by some three minutes. In addition to his Hamel 100 victory, Smail won the 125cc, 250cc and Open classes.

Following his victory in the Brazilian round of the World Supercross Series on October 31, **Robbie Reynard** sits atop the championship point standings. Reynard leads Paris Supercross winner **David Vuillemin** by just four points, 35-31, with **Steve Lamson**, who was third in Brazil, lying third with 28 points.

Newly crowned 250cc World Champion **Loris Capirossi** - stripped of his second-place finish after a controversial collision with Tetsuya Harada in the 250cc Grand Prix of Argentina - has been officially exonerated by the FIM, and has had his 20 points and second-place finish restored. This outcome of the appeal did not affect the final outcome of the championship, because when Capirossi knocked Harada into the gravel trap, he had already done enough to take the crown. Capirossi was stripped of the points in response to a protest from Harada, citing an FIM article stating: "Riders must ride in a responsible manner which does not deliberately cause danger to other competitors or participants..." Capirossi appealed, and on Friday, November 6, the FIM's International Disciplinary Committee (CDI) met, in the presence of Capirossi and his lawyers. His appeal was accepted, with a tortuous statement which, broken down, said that the CDI had found his actions in Argentina "effectively dangerous, however without any deliberate intention to cause an accident." They also cited his behavior as "irreproachable during his career in Grand Prix" and quashed the earlier punishment.

Scandal may be brewing over the controversial **Kazuta Sakata** disqualification from the Australian 125cc Grand Prix, following test results that showed Sakata's Aprilia had used a brew of illegal high-octane leaded fuel. He has the right to appeal and have a second sealed sample, held in his possession, tested independently. Normally there is a deadline of 10 days, which would have had the second sample in the labs before the Argentine GP. However, this had to be extended, since the sealed sample was with the team's crates in transit from Australia to Argentina. Since then, the sample has followed a slow and twisting passage - to Argentina, back via Aprilia's shippers to Italy, and then eventually to a laboratory in Milan. There is wild talk of the seal having been broken "by Argentine customs." Results of the second lab tests have also been delayed. "We expected to hear last week. It will be anytime soon," said the FIM press officer last Monday. By Friday, November 6, the results still had not come. The outcome of the 125cc World Championship hinges on the decision - whether it goes to Sakata or to Honda rider Tomomi Manako.

According to *Cycle News* correspondent Paolo Gozzi, Australian **Peter Goddard**, 34, will sign a two-year contract with Aprilia next week to ride the Aprilia Superbike in the 1999 and 2000 World Superbike Championship Series. Goddard rode factory Suzukis in this year's World Superbike Championship. The Aprilia team's crew chief will be Ferdinando De Cecco, the former owner of the De Cecco-Ducati team that fielded Gregorio Lavilla in the 1998 World Superbike Series. The team is scheduled to test at Jerez in Spain, November 16-18.

Tetsuya Harada will test the Aprilia 500cc GP racer at Jerez, November 16-18, and will ride the bike in the 1999 500cc World Championship. The team will use Michelin tires on the 500 after previous efforts with the V-twin had the team using Dunlops.

Former Aprilia team boss Carlo Pernat has signed a two-year contract with Andrea Merloni, the owner of **Benelli**, according to Paolo Gozzi. Pernat will search for sponsors and will direct Benelli's efforts as they prepare for a World Superbike debut in 2001. Meanwhile, Pernat will lead the Gattoline team in next year's World Superbike Championship, with **Doriano Romboni** set to ride the team's Ducati. "Romboni is an ultrafast rider," Pernat said. "I know him very well. I think that he is a good choice for us, and also for him. He can relaunch his career with our bike and team."

According to reports from Europe, Yamaha has prepared a one-year contract for **Luca Cadalora** to join its World Superbike team, but the Italian hasn't signed it yet. "The agreement is done about money, etc.," Yamaha team manager Davide Brivio said. "I think that after his trip to Argentina (where Cadalora raced the MuZ 500), Luca wants to wait for answers from anybody from a 500cc GP team. But Yamaha want to close the deal very soon, and we can wait only a few days more."

According to reports from Japan on Friday, November 6, **Max Biaggi** will sign a contract to race a factory Yamaha YZR500 in next year's 500cc World Championship after all. No official word has been given. Stay tuned.

Former 500cc World Champion and Troy Corser's Ducati team manager in 1998, **Virginio Ferrari,** issued a press release last week regarding his current situation with Ducati. The release states: "On Monday, October 12, during a meeting in the office of Mr. Minoli, CEO of Ducati Motor SpA, the latter informed me, in an informative but unequivocal manner, that the contract dated January 29 could no longer be seen as valid. The outline of the original contract drawn up by Ducati was as follows: The duration of the agreement was three years, ending December 31, 2000. It also outlined a budgetary allocation for three years as well as riders' salaries supplied by Ducati. In the meeting held on October 12, I was offered the following alternative program: budget - nullified; riders' saleries - nullified; the supply of two motorcycles with modernization kits three or four races behind those of the official Ducati team bikes. On October 16, I sent a fax in reply to Mr. Federico Minoli, the contents of which were literally as follows: ... I am very sorry to say that I must reconfirm that it is impossible for me to accept your proposition. I had put a great deal of thought into trying to find a mutually beneficial solution, but you have placed me in an impasse. As you have dishonored our contract drawn up in January, 1998, I must reconfirm what I already stated in the presence of Messers Bordi and Domenicali. It is not an acceptable solution to me to be offered some 'B' series bikes and to have the budget and the riders' salaries canceled. The conditions of our initial agreement were very different from those you are now putting forward, and therefore you oblige me to refuse them. I now fully understand that you do no intend to carry on with our existing contract, and as the new proposal is totally unacceptable, I consider our relationship terminated as of today. I must add that I am flabbergasted by your attitude."

One Ducati team that will be racing in 1999 is the **Fast By Ferracci Ducati** squad, according to team manager Larry Ferracci. "It looks like we're racing, with one rider or maybe two riders," Ferracci said on Thursday, November 5. "We don't have a rider yet, but my father (Eraldo) has finished up with Ducati and he's comfortable with what they are putting together for him. We're going to be there for sure." Ferracci said that they have been talking primarily with **Pascal Picotte** in regards to riding for the team next year, though he also said that Larry Pegram and Jordan Szoke are possibilities. He also mentioned that there are a few mystery riders, but one of them isn't **Scott Russell**. "I don't think we could make anything happen with Scott," Ferracci said. "He's got too much money in his sights."

The **Planet Honda/Pro Grip** motocross team appears to be up and ready, with team management to come from Paul Lindsey. The team will feature **Jason McCormick** and **Ryan Huffman** in the 125cc East/West Supercross Series and AMA 250cc National MX Championship, **Mike Craig** in 250cc Supercross and 125cc National MX and **Brian Swink** in the 125 and 250cc AMA/PJ1 Arenacross Series. The team is also talking to Mike Brown and Jean-Sebastien Roy.

Kawasaki Team Green will be providing emergency parts sales and technical assistance at the Winter National Olympics, scheduled to be run in Florida beginning on November 23.

Former 500cc World Champion **Wayne Gardner** was recently honored by appearing in Australia's top-rated television program, "This is Your Life," according to *Cycle News* correspondent Darryl Flack. Gardner was ambushed by a film crew while celebrating the birthday of his close friend and biographer Nick Hartgerink at a restaurant in Sydney. Many friends and racing celebrities honored him via video appearances, including Mick Doohan, Graeme Crosby and Mick Andrews.

Boomer gets his Softail

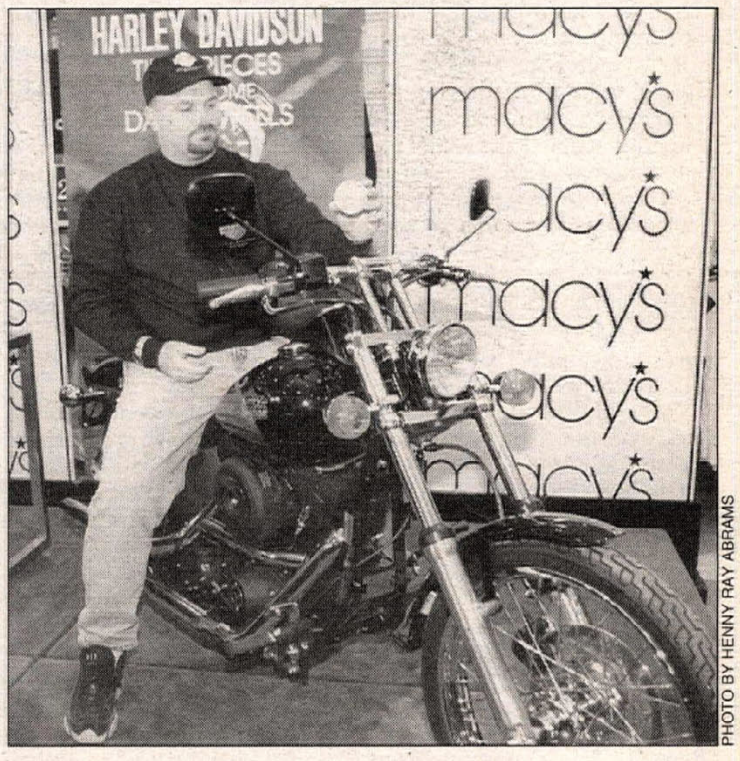

PHOTO BY HENNY RAY ABRAMS

New York Yankees pitcher David "Boomer" Wells was given a Harley-Davidson Softail at a presentation held at Macy's in New York City on November 4 after being designated as the Harley-Davidson Watches 1998 Man of the Hour. The new Harley-Davidson watches, a line of 57 ranging in price from $65 to $200, were launched at the presentation, with the first 275 customers who purchased a watch getting a Wells-autographed baseball.

Wells, the American League Championship Series' Most Valuable Player who pitched a perfect game early in the season, grew up in a house that was frequently visited by members of the Hell's Angels - who were friends of his late mother, nicknamed "Attitude Annie." Wells said it wasn't uncommon for him to wake up and see 100 Harleys outside his house and for members of the Hell's Angels to ride to his games and reward him for strikeouts.

"It's not Yankee pride we're talking about today - it's Harley pride," Wells said at the presentation.

IN THE WIND

Former AMA Formula Xtreme Champion **Andrew Stroud** will contest the 1998-1999 New Zealand Road Racing Championship on a Britten V1000. Stroud had been planning on running his ex-Rob Muzzy Kawasaki in the series, which runs from November to January, but decided to ride the Britten again when sponsorship from PPG Industries enabled the team to return to competition after missing last season. In addition, the upgraded Britten has reportedly gained some 20 horsepower over its predecessor.

Australian 600cc Supersport Series runnerup **Andrew Pitt** has signed a one-year contract with Team Kawasaki Australia to ride its 750 and 600 in 1999. The 22-year-old will replace Damon Buckmaster on the team, with Buckmaster recently signing a deal that will see him on Chaparral Suzukis in AMA Supersport racing. The fate of 1998 Australian Superbike Champion Martin Craggill remains uncertain after he failed to meet a deadline to sign a Kawasaki contract for 1999. Craggill is trying to secure a ride outside of Australia for '99, according to *Cycle News* contributor Darryl Flack.

The AMA has announced that it will present its first-ever **AMA Lifetime Achievement Award** to three-time 500cc World Champion **Kenny Roberts** at its AMA National Champions Awards Banquet at the Flamingo Hilton in Las Vegas, Nevada, on November 21. This year marks the 25th anniversary of the two AMA Grand National Championships that Roberts won in 1973 and 1974 - when racers competed for the title in both road races and dirt track Grand National Championship events. The King then went on to win his three 500cc World Championships in 1978, '79 and '80, prior to being a Grand Prix team owner and now a motorcycle constructor with his Modenas KR3.

Noted biker cook **Billy Biker** will be the featured guest for Vanson Leathers' Fire & Leather weekend, scheduled for November 19-22 at Vanson's Stoughton, Massachusetts headquarters. The Team Obsolete bikes will also be on display. For more information, call 781/344-5444.

There are still entries available for the **15th annual Los Angeles-Barstow to Las Vegas Dual Sport Ride**, scheduled for November 27-28. The Toys For Tots benefit ride is the season finale of the AMA/Suzuki National Dual Sport Trail Ride Series. For more information, all 818/249-2141.

Yoshimura Suzuki's **Jason "External Fixator" Pridmore** underwent minor surgery to his broken wrist on Wednesday, November 4. Dr. Arthur Ting performed the surgery and told Pridmore that he plans to remove the external fixator from his wrist in two weeks. Pridmore, who has previously had an external-fixator device on his leg, isn't certain when he'll be able to begin preseason testing.

Montclair Yamaha and Ty Davis Racing will be offering pit service for the upcoming **Terrible Town 250** in Pahrump, Nevada. For more information, call 877/TY-DAVIS.

Speaking of **Ty Davis**, the National Hare & Hound Champion has re-signed with Montclair Yamaha and will be aboard a Yamaha YZ400 again in 1999.

On Saturday, January 16, 1999, a **Glamis Dune Clean-Up** will be held at the popular riding area in Southern California. For more information, call the BLM at 760/337-4451, or Rob or Jennifer Whyte at 714/532-3504.

A **John Myers Memorial Fund Auction** will be held on November 13, immediately following Pro qualifying at the NHRA Winston Finals in Pomona, California. The auction, with many NHRA stars on hand, will benefit Myers' family and will feature many special donations of sports and racing history. For more information, call Steve Johnson at 205/970-9007 or Ty van Hooydonk at 714/427-3123.

The opening round of the **1999 World Superbike Series** has changed dates. The Kyalami, South Africa, round will be held on March 28 instead of April 4, as originally published.

According to reports from New Zealand, the **Britten Motorcycle Company** is considering producing a 500cc four-stroke motocross bike. The engine would feature the head from one cylinder of the Britten V-twin V1000 with a new bottom end - placed, naturally, in a motocross-bike chassis.

Don Emde will be the featured guest of **Flat Track Chat** on Monday, November 16, starting at 7 p.m. (Pacific). The topic of the on-line chat is: "What do you think of the AMA's Formula 2000 and what must be done to increase the popularity of dirt track racing?" To enter the chat, visit the following site on the World Wide Web: http://www.flattrack.com/chat.html.

Eyewitness reports from Las Vegas Motor Speedway say that former AMA road racer and dirt tracker **Jeff Haney** was recently spotted with former Team Honda teammate Freddie Spencer at one of Spencer's riding schools. Reportedly, the pair were clicking off extremely quick lap times while painting black marks with their rear tires all over the Speedway's surface. Haney finished third in the 1985 Daytona 200, the same year that Spencer won. Haney may end up helping Spencer instruct at some of the former three-time World Champion's advanced riding schools in Las Vegas, Nevada.

Little-known-fact dept.: **PACE Motor Sports** was a sponsor of the United States' 1998 Motocross des Nations team. According to sources close to the team, PACE chipped in about $10,000, and also bought custom leather team jackets and travel bags.

Newly crowned AMA Superbike National Champion **Ben Bostrom** suffered a broken left wrist while riding his motocross bike for a film crew that was doing a day-in-the-life-type story on Bostrom. Bostrom bailed off his motocross bike after realizing he was going to come up short on a jump, and his left hand struck a cliff face. Bostrom said that he will still take part in the Dunlop tire test at Daytona International Speedway the first week in December. It will be his first outing on the Vance & Hines Ducati after winning the title on a Honda RC45.

A lead story on the front page of the November 3 issue of the **Los Angeles Times** is coming under scrutiny from off-road riders, with environmental writer Frank Clifford taking some shots at off-road motorcycling and other groups who use the National Forest in Southern California. How's this for a lead to the story? "Five motocycles are wallowing up to their tailpipes in a mountain stream. The pine air is filled with clouds of exhaust and the snarling of high-performance machines clawing for traction amid the mud, pebbles and willow shoots of one of Southern California's last wild trout streams." The story also takes issue with American Honda, which it calls the biggest contributor to the San Bernardino National Forest Association, a nonprofit group that helps pay for education and recreational programs. "Critics say that Honda and other companies with financial interests in the forest are helping shape forest policies through the association," the story said.

According to a press release issued by **Indian Motorcycles**, a $30 million merger between American Indian Motorcycle Company, Indian Motorcycle Company Inc., California Motorcycle Company and six related companies will make them the second-largest producer of heavy cruiser motorcycles in North America. "The company will spend in excess of $17 million to purchase the trademark rights of Indian Motorcycle in the United States from the receivership of Indian Motorcycle Manufacturing Inc., finally consolidating the trademark in North America and ending more than 45 years of confusion around trademark ownership," the release states.

Former AMA Grand National Champion **Mert Lawwill** will be the guest speaker at the 11th annual American Motorcycle Heritage Foundation breakfast on Saturday, March 6, in Deland, Florida, during 1999 Daytona Bike Week.

According to Terry Cordray, the owner and operator of Village Creek Motocross Park Inc., the opening date for the newly completed quarter-mile flat track - **Ross Downs II** - will be November 28. A noon start is planned for the first event at the new facility. For more information, call 972/986-1179.

La Forza Motorsports is accepting resumes for the 1999 racing season. Resumes can be sent to La Forza, attn: Katherine Miller, 4220 Ensenada Dr., Woodland Hills, CA 91364.

Pro Action Suspension is now accepting resumes for the 1999 racing season. Resumes can be sent to Pro Action, 3611 Eighth Ave., Beaver Falls, PA 15010.

When **Joe Klein** recently rode into San Francisco, California, it marked the successful completion of the **Rock to Rock Victory Tour**, in which Klein rode a Victory motorcycle from New York City to San Francisco. It took the 63-year-old Klein eight days to ride the 3300 miles.

Keith Code's California Superbike School - the subject of a five-minute film feature segment directed by Robert Manciero - won an Emmy for Best Director in the Creative category. "Superbike School," a segment shot at Willow Springs in Rosamond, California, in October of 1997, for the Encore Network's "Sports Rap" program, began airing in January of 1997 and was shown on more than 125 stations nationwide, according to Code. Copies of the show are available by calling 818/246-0717.

Cruise America has signed an agreement with Sears Point Raceway to become the 1999 title sponsor of **Sonomafest**, a 10-day motorcycling event in Sonoma, California, scheduled for April 16-25. The 10-day event will culminate with a round of the AMA/MBNA Superbike National Championship.

Countdown to Supercross: As *Cycle News* went to press on Monday, November 9, there were only 61 days left before the start of the **AMA U.S. Supercross Series** season at Edison International Field in Anaheim, California. This year's series will mark the 25th anniversary of the series, according to PACE Motor Sports.

The **Motorcycle Heritage Museum** is looking for competition machines to be included in its "75 Years of Excitement" exhibit, set to open in July of 1999 as part of the AMA's 75th anniversary celebration. Those interested in loaning machines for the two-year exhibit can contact Aaron Fitch at 614/891-2425.

CORRECTION: We are guilty of a typo in our Grand National Numberama box, which ran in last week's *In the Wind* section. We mistakenly typed that AMA Grand National number 26 belongs to Steve Butler when in fact it is again the property of Steve Beattie, the Canadian rider, who crashed so hard at the 1998 Peoria TT that it apparently rung our bells, too.

BORN: Makenzie Lynn, to dirt track racer Victor McAnally and his wife, Tiffany, in Tulsa, Oklahoma, on October 14.

OPEN HOUSE: At Helimot European Motorcycle Accessories in San Jose, California, on November 21. STAR Motorcycle School's Jason Pridmore and Lance Holst are scheduled to appear. For more information, call 408/298-9608.

RESCHEDULED: The WFO Enduro, round 10 of the Northern California Championship Enduro Association Series, to December 6 in Stonyfield, California. The November 8 race was canceled due to snow.

OPENED: Montclair Yamaha's Desert Recreation, in Bullhead City, Arizona, effective immediately. For more information, call 877/BANSHEE.

OPENED: Valkyrie Things' home page on the World Wide Web. The site can be found at the following address: http://www.valkyriethings.com.

OPENED: PACE Motor Sports' home page for the Ultracross Series. The site can be found at the following address: http://www.ultracross.com.

OPENED: Kevco-Stubbs Kidney Belts' home page on the World Wide Web. The site can be found at the following address: http://www.kevco-stubbs.com.

OPENED: Davey Camlin's Sideways Circus' home page on the World Wide Web. The site can be found at the following address: http://www.davey-camlin-27.com/merchandise.html.

CORRECTION: The retail price in last week's riding impression of the 1999 Yamaha Venture Royal Star was incorrect. The actual suggested retail price is $15,999. CN

VOICES
LETTERS TO THE EDITOR

Clever heads

I'm not sure who comes up with the titles for the "Events" section, but I just had to write and thank them for the hilarious entries in the November 4 issue of *Cycle News*.

I usually find one or two in every issue that are good, but this issue had a higher-than-usual number of fine examples: "Plumb crazy..." "Tipping over everyone..." "Johnson comes up big..." and my favorite, "Reed between the lines..." Thanks for making me laugh.

Kevin Smith
San Jose, CA

On slow weeks, we have a headline contest and the winner gets to edit extra stories the next week... Editor

ATK and CARB

There has been a lot of press recently about CARB and the ongoing level of restrictions being placed on off-road motorcycling in California. Many of the articles, letters to the editor and updates indicate how few motorcycles are actually CARB off-road legal. Lists of "approved" models have also been circulated around the industry. For some reason, ATK motorcycles have never been mentioned as being approved.

Beginning with the 1998 model year, all of ATK's four-stroke models were CARB-approved. The 1999 models that are currently being shipped to dealers are approved as well. This includes the 350, 490 and 605 Cross Country and Enduro models.

Thank you for letting us set the record straight.

Monty Scott
Centerville, UT

Scott is the national sales manager for ATK America... Editor

Remembering 1996

Eric Johnson's "Time Remembered" piece that focused in part on the 1996 Motocross des Nations tripped off some pretty vivid memories. I traveled with the U.S. team that year and I recall that entire journey as being one of epic proportions.

Afer we got past O'Mara's rampage with the fire extinguisher (what a mess), we got to the track and our Ameircan riders were off the gauge regarding motocross dominance. Johnson and Bailey were just plain good, running away from the pack, but it was O'Mara who was truly amazing. I knew that Johnny was on the outs with Honda, and he was fired up like I hadn't seen him for a couple of seasons.

I can recall a treacherous downhill that was rough, steep and tricky. I remember standing on that hill and watching O'Mara traverse down - on the gas and upshifting. It was magnificent.

All said and done, the event will always hold a special place in my memories, as it was David Bailey's last big ride. He had been my friend for years, and the next time I saw him after Italy it was in intensive care at the San Jose hospital, following his career-ending crash in early 1987.

If you ever travel to the AMA headquarters, walk into the Pro Racing department - I still keep one of my favorite photos on display there. The shot features Bailey running away with a moto at the 1986 MX des Nations, pulling away in fluid style, with a massive crowd in the background.

Tom Mueller
Westerville, OH

Mueller covered motocross for Cycle News *prior to going to work for the AMA. He now runs his own company, Sports Management Inc., in Westerville, Ohio... Editor*

Wasting ink?

Why waste ink with Larry Naston's comments regarding Smyth's and Wallace's opinions of the U.S. Open of Supercross in Las Vegas? Smyth and Wallace told it perfectly. Of course Naston is going to try and defend his part of the show. I must say, being an observer myself, it was a very poor defense indeed.

Mark Fields
Canyon Country, CA

Bill Tuman

You may have left a few things out of your story about Mr. Bill Tuman. He and his wife, Betty, are still very much the cornerstones of AMA District 17. He has my respect for his work there and my envy for his enthusiasm that he still shows at the track. I was lucky enough to be in the pits at the Del Mar Mile in 1997 as he and Mr. Hill came through. Both were grinning from ear to ear.

These are the people who got us here and have continued to stay with us. Thanks, Bill.

Steve Shafer
xr12000@ccipost.net

Bring back the 500s

The recent reader poll (*Cycle News* Online) regarding whether the 400cc four-strokes should be allowed in the 250cc class deserves further discussion. While I voted in favor of the 400cc four-strokes being allowed in the 250cc class, I do not think that is the best option. Most racers I talked with believe, as I do, that the 400s ought to be placed in the nonexistent 500cc class. However, until the 500cc class is reinstated, they do belong in the 250cc class.

Bringing back the 500cc class is the common-sense thing to do. There are many privateers who end their careers because they have pointed out of the 125cc class but can't get the support necessary to run the 250cc class. A 500cc class would be a great option for them. The careers of many great racers could have been extended had they been able to race the less competitive 500cc class. Just imagine if a 500cc class had existed when Staten, Cooper, Kiedrowski or Bradshaw decided to retire. We might still see them roosting the competition. Would a 500cc class put off the impending retirement of LaRocco, Lamson, Dowd, Henry or Ward? I think so. Also, with the expectation that riders should move out of the 125cc class at a certain level of experience or ability, we have then created a system that allows only a few riders to excel in the 250cc class. The 500cc class would allow more riders to experience the thrill of being on top and I suspect would extend the careers of many.

I was dismayed when the AMA decided to end the 500cc class. The factories may have rejoiced, but the fans were cheated. Now, with Yamaha, Husaberg, KTM, ATK, Cannondale, Maico, and others all making competitive open-class bikes, the AMA should do the right thing and bring the 500cc class back. And if Honda and Kawasaki don't want to participate, they don't have to.

Cliff Davis
Los Angeles, CA

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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America's weekly motorcycle newspaper

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INSIDE
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ON THE FRONT COVER

Which 1999 250cc motocrosser is best? Our Shootout will tell you. Photos by Kinney Jones and Frank Hoppen. Inset: the 1999 Yamaha YZF R-6 in action at Phillip Island in Australia. Photo by David Dewhurst.

Photo finish

YAMAHA YZ250

KAWASAKI KX250

KTM 250 SX

SUZUKI RM250

HONDA CR250R

Photos by Kinney Jones and Frank Hoppen

So, what's your favorite color? Blue? Yellow? Orange? Red? Green? When it gets down to it, this might be your determining factor in deciding which 1999 250cc MXer is best for you.

Never before has the battle for supremacy in the 250cc class been this close. Never. Last year, Kawasaki scored a unanimous victory over the Yamaha, Suzuki, Honda and KTM in our annual 250cc shootout, but this year, it's a different story. All of our test riders, ranging in skill level from novice to expert, pretty much agreed that personal preference was the determining factor in deciding their favorite 250cc MXer for '99. None of these bikes, they said, are head-over-heals better than the other in any particular area - all of the bikes handle well, have good suspensions, and produce good power. Ultimately, it was the little things that swayed our testers one way or another when it came time to make their final decisions.

This year, since things were so close, we decided to let each of the five test riders explain to you, in their own words, how they felt about each bike, where they ranked them, and why. Hopefully this will give you a better idea about what each bike has to offer and perhaps help you make a decision as to which bike is best for you.

Honda CR250R

Engine type	Liquid-cooled, Power-Port, 2-stroke, single
Bore x stroke	66.4mm x 72.0mm
Displacement	249cc
Compression ratio	8.7:1
Carburetion	Keihin 38mm flat-slide
Transmission	5-speed constant mesh
Final ratio	50/13
Drive chain	520 chain
Electrical	Ignition type Sold-state 3-D map-type digital
SUSPENSION	
Front	47mm inverted Showa cartridge fork fully adj.
Rear	Pro-Link Showa single shock, fully adj.
WHEEL TRAVEL	
Front	12.4 in.
Rear	12.7 in.
Rake	27°-32'
Trail	4.46 in.
BRAKES	
Front	Disc
Rear	Disc
TIRES/SIZES	
Front	80/100 -21 in.
Rear	110/90-19 in.
Wheelbase	58.3 in.
Ground clearance	13.8 in.
Seat height	37.2 in.
Fuel capacity	2.0 gal.
Claimed dry weight	213.8 lbs.
MSRP	$5749

JETTING CHANGES

Needle	1370D 3rd position (part #16202-KZ3-J11)
Pilot	48 (air screw 2.50 turns)

Those who ride aggressively will come to appreciate the Honda's hard-hitting motor and stout chassis. Like the Kawasaki, the CR required minor jetting changes (see spec boxes).

Lance Gorton

INTERMEDIATE

"I simply could not decide on an all-out winner of this shootout, so I have to give it a tie between the Suzuki and Kawasaki. All right, with the nod going to the Kawasaki.

"The Kawasaki seemed to let me hang it out a bit more than the others did. In my opinion, it has the best all-around motor, though the Suzuki's motor is close. The Honda has a tad more power overall, but it's not as smooth or as usable as either the Kawasaki's or Suzuki's motors. The Kawasaki also has the best suspension package, but not when asked to land flat off skyscraper jumps - the Honda definitely takes that category; the Suzuki is a close second.

"I also enjoyed the way the Kawasaki felt in the air. It felt the lightest up there, making me very comfortable when attempting any degree of acrobatics. This lightweight feeling also allowed me to land and brake best for fast-approaching turns. The Kawasaki's handling felt stable yet capable of tighter maneuvering; perhaps this was because of the Kawasaki's perfect power delivery. In other words, for me, it was the best entering and exiting turns, but the Suzuki and Yamaha held better lines.

"The Suzuki had the best-feeling forks of the group: very smooth but not overly soft on big-air landings. The Suzuki was the best at changing lines, only the Yamaha turned tighter.

"Overall handling? I love this bike.

"The motor is a new animal, capable of tackling any other machine while remaining smooth.

"I couldn't decide between the Honda and the Yamaha, either, so I have to make it a tie for second place between the CR and the YZ.

"For me, the Honda was hard to figure out, but the more I rode the bike, the more I liked it. I did not find the suspension to be abusive, harsh or abrupt. The Honda did respond to much fine-tuning, but this would require a lot of time and effort. Going by feel, I may have turned my fastest laps on this bike (the Kawasaki close behind), but, again, I spent the most time on this bike and worked hard to get it dialed in right for me - more so than with any other bike.

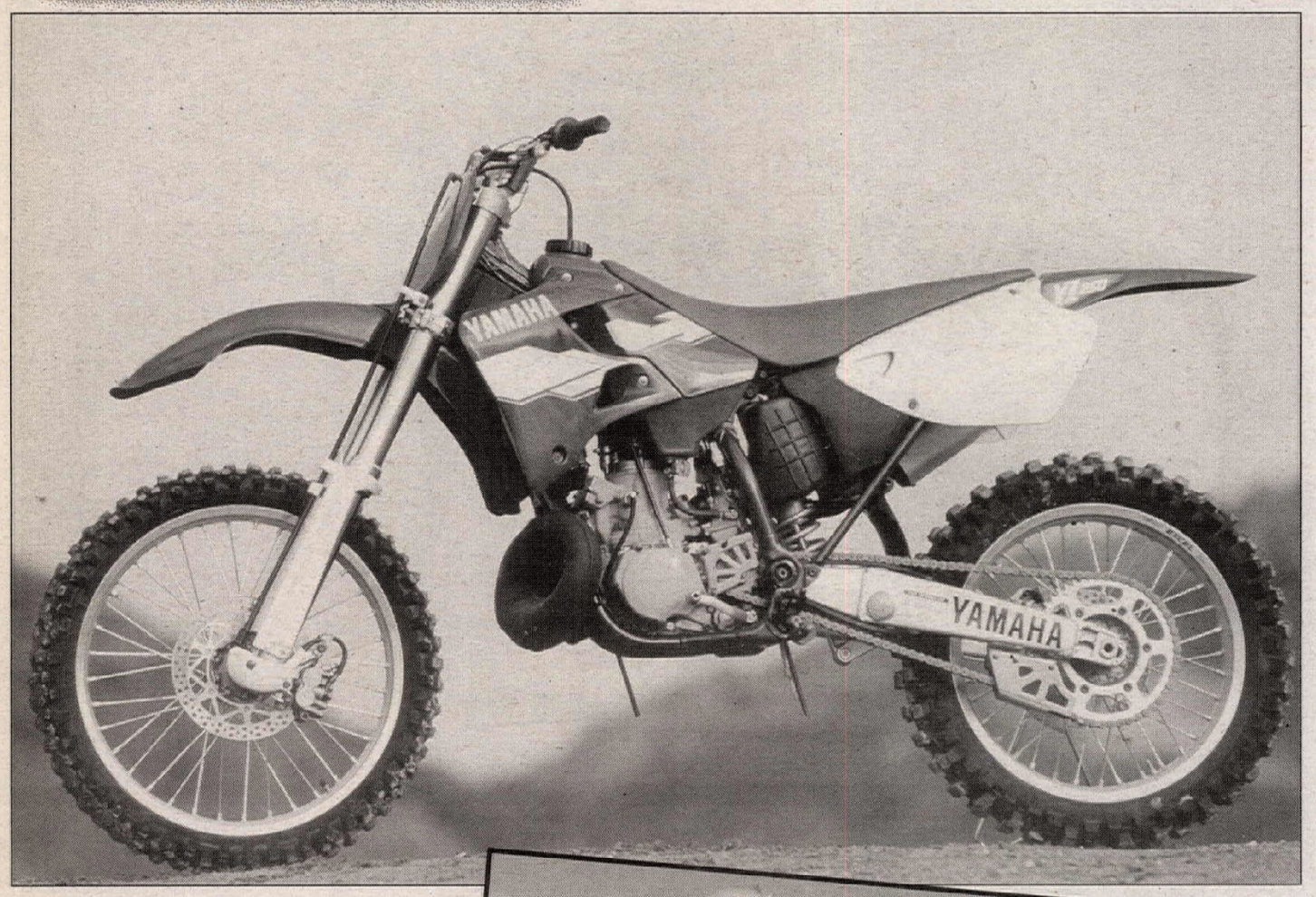
"The Honda's power comes on the quickest and hits the hardest. My guess? It feels it has the most overall horsepower. It's a pro-type motor.

"Back to the Honda's suspension. The Honda flat out handled the big landings better than anything else did, saving my hide big-time once. (The KTM was second best in this department.) What the Honda gives up is the plush feeling of the Kawasaki, but then again, how many times does a rider jump too far vs. how many countless bumps, lumps, whoops are out there to tire you out? Overall, the Honda has a much-improved suspension, especially the forks on the square edges. Handling was surprisingly nonthrilling (which is a good thing). The Honda is what I would consider a pro's kind of bike.

"The Yamaha was a tough call for me. Early in our testing period, I thought I was going to rate it first, but it fell back. Still, the Yamaha felt smooth and refined; the motor felt torquey, and jeez, can it turn! This bike was designed to turn, but the trade-off is that, for me, it will not go through the whoops like the others and will plant the nose deep if you are not on your toes. Otherwise, I had no major complaints with the Yamaha.

"I also had a hard time rating the KTM last (or should I say fifth?), but the more I rode it, the more I felt it was slightly down on power. The power, however, is smooth; it comes on fairly low but just does not take fourth and fifth gear as soon as the others. The KTM's suspension is more compliant and takes second only to the Honda when it comes to big hits. The fork is better than the shock, but neither seems to be a limiting factor to fast laps. (That would be the motor's fault.) Handling is very predictable, and you feel like you always know how far away the limits of traction are. Very nice.

"In summary, the gap has been closed, that's for sure. Depending on rider preference and style, strengths and weaknesses, any one of the first four is the right choice. The KTM just needs more brute power, and it becomes a



Yamaha YZ250

Engine type	Liquid-cooled, 2-stroke, single
Bore x stroke	66.4mm x 72mm
Displacement	249cc
Compression ratio	8.8/10.3:1
Carburetion	Keihin PWM38 w/Power Jet
Transmission	5-speed constant mesh
Final ratio	49/13
Drive chain	520 chain
Ignition type	CDI
SUSPENSION	
Front	Kayaba, 46mm inverted, fully adj.
Rear	Kayaba shock, fully adj.
WHEEL TRAVEL	
Front	11.8 in.
Rear	12.4 in.
Rake	27.2°
Trail	4.72 in.
BRAKES	
Front	Disc
Rear	Disc
TIRES/SIZES	
Front	80/100-21 in.
Rear	110/90-19 in.
Wheelbase	58.3 in.
Ground clearance	15.4 in.
Seat height	39 in.
Fuel capacity	2.11 gal.
Claimed dry weight	218 lbs.
MSRP	$5599
JETTING CHANGES	None

five-bike choice. No one bike has *the* motor, no one bike has *the* suspension, no one bike has *the* handling, but there are differences."

Tim Sharp

EXPERT

"I think there is a lot to be said about the Kawasaki. I rate this bike as my favorite, and for a couple of reasons.

"First of all, the plush suspension is a big thing for me. For me, plushness equals control, and feeling in control gives me confidence to go as fast as I can and still conserve energy. The motor still has a very lively feel to it, but it does require a careful throttle hand on very slippery corners.

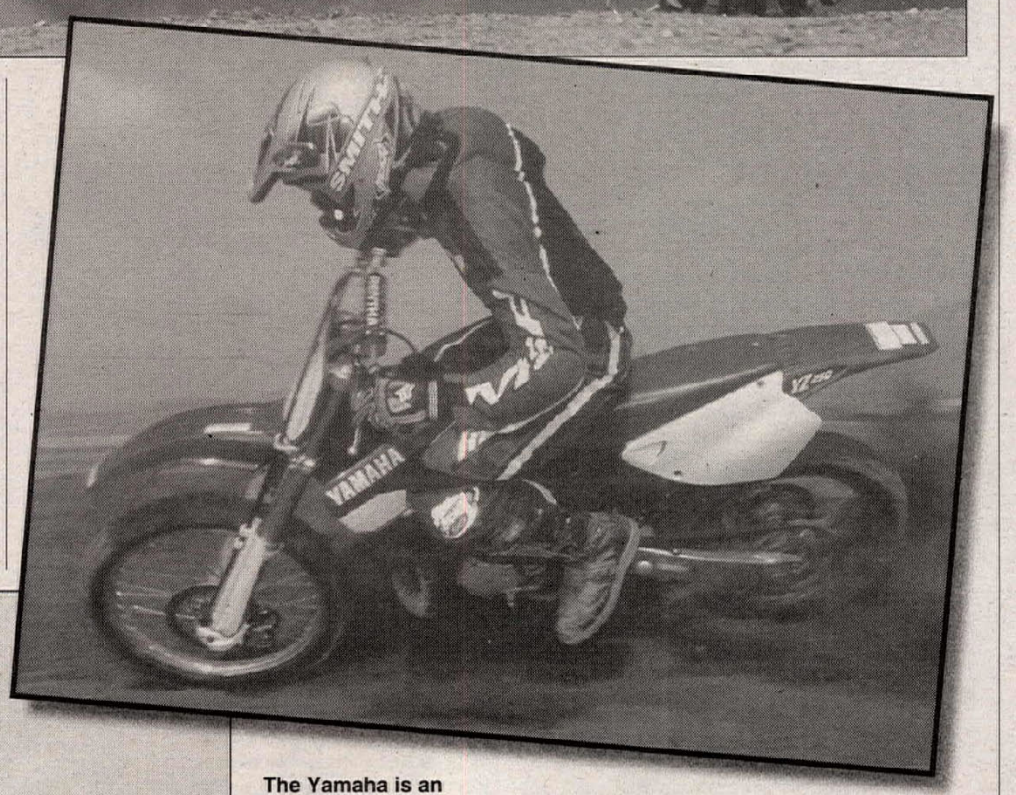
"As a whole, the Kawasaki has a slightly different feel compared to last year's model. The layout is probably the most notable change: The seat is flatter and much more firm, which I like. The suspension package feels stiffer overall, and that suits me just fine.

"The Yamaha and Suzuki are very different in a lot of ways, but they are both very effective in their own ways, too. The Yamaha is as stable as a truck with a very balanced suspension package. The Suzuki has a much lighter feel with a bit more rigid-feeling frame. The motors are totally different, however. Both are very useful in different situations. I prefer the YZ's smooth, long-pulling motor on large, slick, outdoor-style tracks. But on a shorter track with good traction and lots of turns, the RM is my pick of the litter.

"The Honda feels very fast, strong and solid - maybe a little too solid for me. I could probably ride this bike in supercross with no complaints. However, that's not going to be enough versatility for me or, I presume, for a lot of people. I think if the Honda could lose some of its 'rigidness' and put the CR125's suspension in the 250, so to speak, they could have an undisputed winner on their hands.

"The KTM is a superfun bike to ride. With great control and bottoming resistance, the suspension is a winning package. The rest of the bike feels kind of sluggish and heavy. The motor is very, very smooth, and I thought it felt pretty fast until I rode something like the RM after it. I think it would be a great bike for play-riding in the hills and for the novice rider. In fact, it would be an outstanding bike for the novice or beginner, thanks to the KTM's forgiving character.

"Having to rate these bikes is harder than the Carlsbad Freeway in the middle of August, but I have to give the edge to the Kawasaki. I simply can't decide between the Yamaha and Suzuki for second place, so I'll just call it a tie. Trailing close behind is the Honda, followed by the KTM."



The Yamaha is an all-around good package that will cater to a wide range of riding styles.

Steve Bobrofsky

VET INTERMEDIATE

"I have to go with the Kawasaki, too, but just by a hair.

"For me, the Kawasaki has the best motor package. It has good bottom end and midrange, and is possibly the torquiest of the bunch. It's also a quick hitter, making the KX good for supercross-style obstacles.

"The Kawasaki is also very stable on the ground and in the air; I experienced no headshake whatsoever, either. The aerial feel of the KX is very good, and I thought it was easy to jump: It stayed straight and is easy to move around on.

"There isn't anything I didn't like about the Kawasaki's suspension, as both the shock and fork soak up the hard landings and feel plush in the whoops; the shock, in my opinion, is as good as it gets.

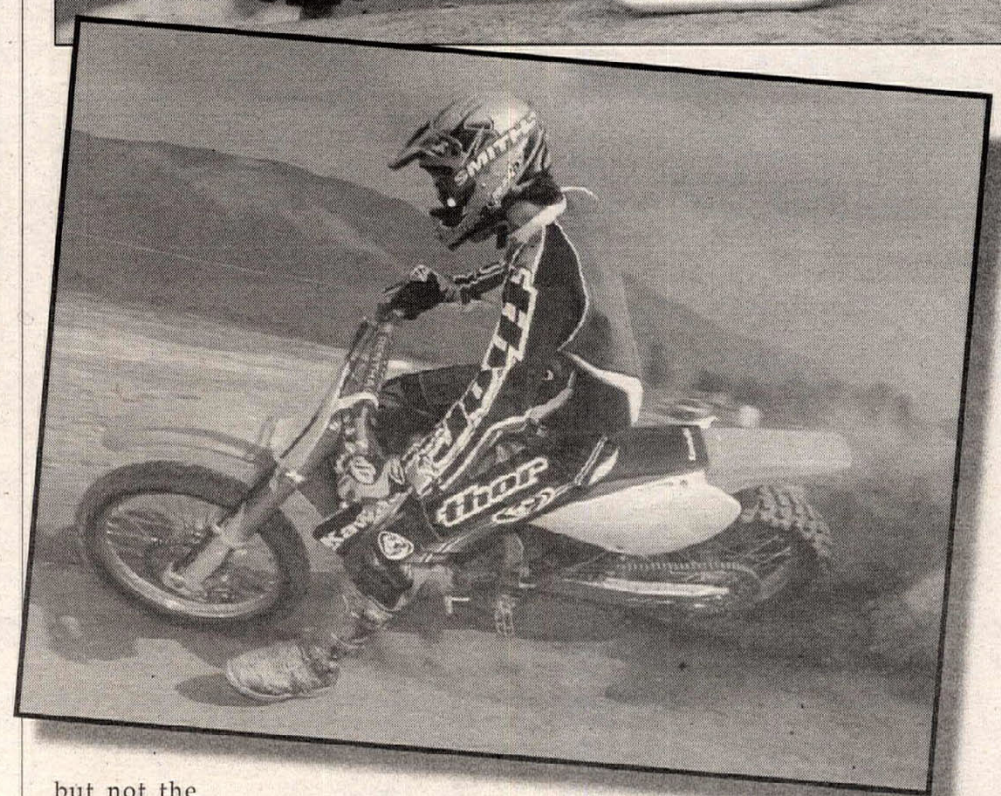
"The Kawasaki does all of the little things well, too. The clutch has good feel, the brakes are strong and effective;

Kawasaki KX250

Engine type	Liquid-cooled, piston reed valve, 2-stroke, single
Bore x stroke	66.4mm x 72.0mm
Displacement	249cc
Compression ratio	9.0/10.8:1
Carburetion	Keihin PWK38 w/Power Jet
Transmission	5-speed constant mesh
Final ratio	48/13
Drive chain	520 chain
Ignition type	KHI
SUSPENSION	
Front	46mm inverted, cartridge Kayaba fork, fully adj.
Rear	Uni-Trak, Kayaba shock, fully adj.
WHEEL TRAVEL	
Front	12.2 in.
Rear	13.0 in.
Rake	26°
Trail	4.3 in.
BRAKES	
Front	Disc
Rear	Disc
TIRES/SIZES	
Front	80/100-21 in.
Rear	110/90-19 in.
Wheelbase	58.3 in.
Ground clearance	15 in.
Seat height	37.4 in.
Fuel capacity	2.25 gal.
Claimed dry weight	213.8 lbs.
MSRP	$5649

JETTING CHANGES

Needle	N3WK 3rd position
Power Jet	58 (part #16159-1056)



but shifting is a little heavy. I experienced a few missed shifts between second and third gears, too.

"The Yamaha is probably my second favorite of the group. It too has an excellent powerplant and perhaps the best powerband of them all. Combine these things with a solid-handling chassis and you have a great bike that should please a wide range of riders. Why I chose the KX over the YZ is almost a mystery to me, too, but I guess the Kawasaki just fits my riding style a little bit better than the Yamaha. That's how close these bikes are.

"The Suzuki is right there, too. I feel the RM has the best all-around forks, the best transmission, and the best turning ability - the tighter the turn, the better.

"Motorwise, I feel the RM pulls very hard on top but could use a tad more power in the middle of the powerband. Still, this bike hits hard and runs hard.

"The Honda is a rocket ship with excellent brakes, clutch, shifting and improved suspension, but it has twitchy high-speed handling. I love the CR's motor; I thought the powerband was right on, too. The loss of the Power Jet did not phase the Honda one bit - you turn the throttle and it delivers.

"Overall, the Honda is vastly improved. The fork is better, the shock is better, but you still have to pay attention to headshake. Of course, there are the usual Honda plusses: excellent-feeling controls, comfortable ergonomics, beautiful attention to detail - such as the chain roller that rides on roller bearings - and nice plastic. Although the aluminum dust that rubs off the frame and onto your boots and the bike's side panels is very annoying. This really makes the bike look ugly.

"The KTM's motor is very tractable, thanks to its supersmooth powerband. It doesn't produce an on/off type of power by any stretch of the imagination, as you can feel the KTM's off-road heritage in the SX. It can still get you there, but not the way the CR does. To me, the KTM works best when the terrain gets dry and slick, because that's when the motor's linear powerband is put to good use, especially when I'm getting tired.

"The KTM's new WP shock is much improved over last year's shock, and the conventional fork really works well. 'Plush' best describes the KTM's suspension.

"The bike handles well, too. It has a very stable feel, and headshake is next to nonexistent. As far as cornering goes, I was able to thread the KTM through the turns - even rutted ones - quickly and effortlessly.

"The only things I really don't like about the KTM is its overly touchy rear brake, and I didn't care for the feel of the shift lever, either.

"As a former KTM owner, I really wouldn't have a problem owning one again."

Kit Palmer

VET INTERMEDIATE

"Talk about going back and forth: I don't know how many times I declared under my helmet that the bike I was riding at that moment was my ultimate pick. At first it was the Kawasaki, then it was the Yamaha, then the Suzuki, then back to the Yamaha, and so on. I'm mean, they're all *that* good. It's a great time to be shopping for a 250cc MXer. You simply can't go wrong.

' There isn't anything the Kawasaki doesn't do well on any kind of track.

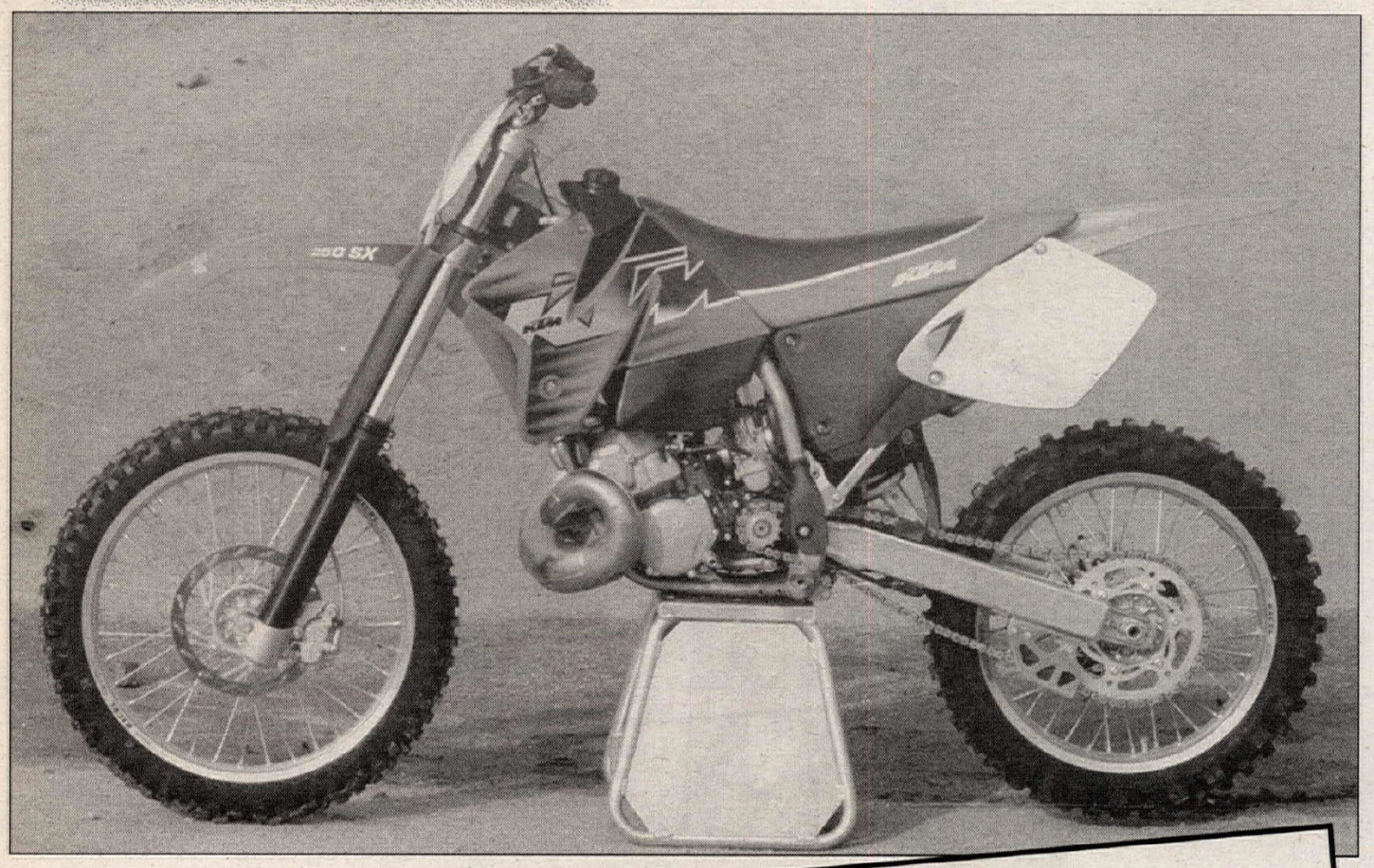
"I finally had to ask myself which bike I just felt best on, which bike I would choose to ride if there was a big race coming up and I *really* wanted to do well. My choice, I finally decided, would be the Suzuki.

"I'm not even sure I can pinpoint why, but the Suzuki just had my number. For me, the Suzuki inspired confidence. If there was a double jump or a tabletop jump on the track that I just couldn't quite clear on the other bikes, I magically could on the Suzuki, no problem. I felt I could slam into berms just a little bit harder on the Suzuki and could hammer the whoops just a little harder, too. I'm not saying the RM made me a hero by any means, but it did make me feel like one.

"Last year, I rated the RM second to the KX, and I probably would've rated it higher had it had more power. Well, I got my wish this year.

"The 1998 RM250 had many things going for it: excellent turning capabilities, a plush suspension, silky-smooth shifting - just to name a few. It still has all these traits and more, primarily more power and better forks.

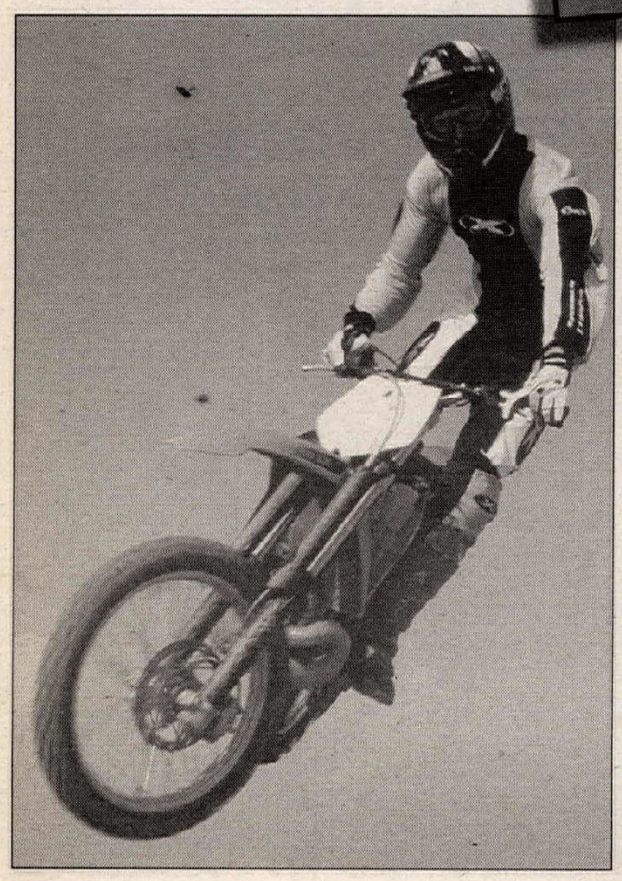
"But no matter how much I like the Suzuki, I don't like it *that* much more than either the Kawasaki or Yamaha - or the Honda, for that matter. I was pretty much just as happy on any one of these bikes as well. I still like the Kawasaki's motor slightly better than the Suzuki's because of its broader powerband and



greater overrev, but their suspensions, in my opinion, feel very similar. I think what gives the Suzuki an edge over the Kawasaki is the RM's better agility. To me, the RM feels more nimble both on the ground and in the air, and it carves a better line through the turns. For a non-jumper like myself, I have to make up time elsewhere on the track, and the Suzuki lets me do that, as well as clear some of those jumps that I couldn't before.

"Deciding second place was a toss of the coin between the Kawasaki and Yamaha. Like both the Suzuki and Kawasaki, the Yamaha has a very strong and manageable motor and has perhaps the most stable chassis of the bunch, but the YZ's suspension just isn't quite as cushy as the others. The Yamaha does everything well and nothing bad. It's a very, very good motorcycle.

"And so is the Honda.



A much-improved WP-PDS shock puts the KTM right back in the hunt.

"The CR is a much-improved motorcycle: The suspension is more compliant than ever - at least since the debut of the aluminum frame - but not before a significant amount of fine-tuning. With the Honda, it's important to take the time to fiddle with the many fork and shock adjustments that are available to you. Once you find *your* settings, the CR's suspension works quite well. For me, I found that the back end works best by lightening compression by a few clicks, going up a click on rebound and setting the ride height a little on the high side (96mm). I also lightened up the compression up front but left the rebound alone. For me, I felt this was a good all-around setting, but the Honda still wasn't as plush as either the Kawasaki or the Suzuki over the smaller bumps.

"Overall, the CR's handling isn't as scary as it used to be. The bike is much calmer at speed over rough ground, but I did feel minor headshake at times when coming down from speed over braking bumps.

"I love the CR's strong motor - there's a ton of power on tap, and it's always there when you need it. The back end tracks well when you open up the throttle while exiting turns; you won't have to worry about anybody else outaccelerating you when you're on the Honda, that's for sure.

"There isn't a bike more refined than the Honda, either, but this is another given when it comes to the CR. The clutch, brakes and controls all have that outstanding Honda feel, and you know that overall the CR is built well - after all, it's a Honda tradition.

"I could easily live with the KTM, just as I could with any of the other bikes. Overall, the KTM is the easiest of the five bikes to ride, thanks to its rather plush suspension, stable chassis and user-friendly motor. The KTM's motor might come up just a little short in terms of sheer power compared to the other 250s, but none of the other motors are as easy to manage. The KTM is a bike I would like to ride in long races, such as GPs, when conserving energy is of high importance. The motor starts making power down low and accelerates steadily through its power range, which is quite broad. There is no hard hit anywhere in the powerband - just a smooth, linear pull.

"The KTM's suspension is much improved over last year's, much of which has to do with the new WP shock. It's far more sensitive to the smaller bumps and holes, giving the bike a more compliant ride yet still maintaining strength for the hard landings. There's still a little "dead" feeling around mid-stroke, but overall the KTM's rear suspension is very good. And so is the fork. The conventional WPs have excellent feel and can handle much abuse - at least as much as I can give it. There's plenty of strength there for me.

"I agree with all of our testers that all of these bikes are very good, and choosing an all-around favorite comes down to personal preference, a bike that just has that right feel. For me, that bike is the Suzuki - I just like it. Period.

"Ask me, however, which one I would *buy*, and I'm not so sure it would be the same bike. I would seriously consider the Yamaha or the Honda if I had to break out my wallet, because, from my own past experiences, these two bikes seem to maintain that 'new feel' a little longer than the rest.

"But, on the track, the Suzuki simply fits my bill."

Mark Noyer

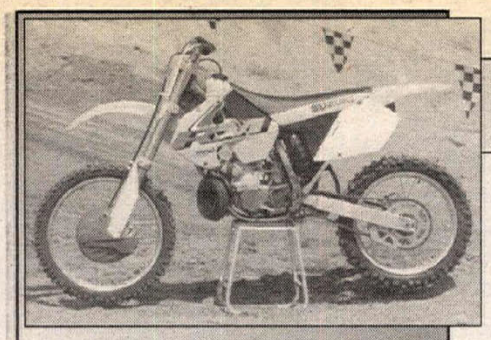
NOVICE

"Welcome to the spode's guide to the 1999 250cc motocrossers. If you're slow and out of shape, and every jump face looks like the next, you've come to the right place.

KTM 250 SX

Engine type . . . Liquid-cooled, 2-stroke, single
Bore x stroke . . . . . 67.5mm x 69.5mm
Displacement 248.7cc
Compression ratio . . . . . N/A
Carburetion . . . . . Keihin PWK38
Transmission . . 5-speed constant mesh
Final ratio 50/14
Drive chain . . . . . 520 chain
Ignition type . . . . . Kokusan digital
SUSPENSION
Front . . . . WP Extreme 50mm, fully adj.
Rear . . . . . WP-PDS shock, fully adj.
WHEEL TRAVEL
Front . . . . . 11.02 in.
Rear . . . . . 12/61 in.
Rake . . . . . N/A
Trail . . . . . N/A
BRAKES
Front . . . . . Disc, Brembo
Rear . . . . . Disc, Brembo
TIRES/SIZES
Front . . . . Bridgestone 80/100 -21 in.
Rear . . . . . Bridgestone 110/90-19 in.
Wheelbase . . . . . 57.56 in.
Ground clearance . . . . . 15.16 in.
Seat height . . . . . 36.44 in.
Fuel capacity . . . . . 1.9 gal.
Claimed dry weight . . . . . 216 lbs.
MSRP $5698

JETTING CHANGES . . . . . None



Suzuki RM250X

Engine type	Liquid-cooled, piston reed, 2-stroke, single
Bore x stroke	66.4mm x 72.0mm
Displacement	249cc
Compression ratio	9.0/10.9:1
Carburetion	Keihin PWK38PWJ Power-Jet
Transmission	5-speed constant mesh
Final ratio	48/13
Drive chain	525 chain
Electrical	Ignition type CDI
Spark plug	NGK R6918B-7
SUSPENSION	
Front	Showa 46mm Twin Chamber inverted, fully adj.
Rear	Showa shock, link-type, fully adj.
WHEEL TRAVEL	
Front	12.2 in.
Rear	12.4 in.
Rake	27°30'
Trail	4.6 in.
BRAKES	
Front	Disc
Rear	Disc
TIRES/SIZES	
Front	80/100 -21 in. 51M
Rear	110/90-19 in. 62M
Wheelbase	58.3 in.
Ground clearance	13.8 in.
Seat height	37.4 in.
Fuel capacity	2.2 gal.
Claimed dry weight	215 lbs.
MSRP	$5649
JETTING CHANGES	None

"This makes my criteria for goodness markedly different than what you'll find in the other opinion pieces, my main focus being not peak power but how the throttle response is at near-idle engine speeds, and the manageability and abundance of the lower midrange. (When your corner speed is as low as mine, you want to be sure you can get enough speed up quickly enough to make the upcoming doubles.) And, when you horribly misjudge the kicker on the takeoff for that big tabletop, how badly are you punished by the fork for landing straight up and down in a near endo, or, conversely, on vicious slap-down landings? We thought of trying to take my lap times to see which bike I rode the fastest, but we forgot to bring fresh batteries for the sun dial.

"So, basically, I'm talking about needing something that's easy and forgiving, qualities I find quite irresistible in most things...

"Tops in this group was the YZ250. Plush fork, plush shock and the bike that gave me the best idea of what a front knobby can and can't do in the dirt. Power wasn't the strongest at my rev level, but throttle response was precise and the engine manageable. Hey, baby, let's go for a ride.

"A squeaky-close second was the Suzuki, which deserves the award both for the most-improved powerplant of the year and the outright best powerplant of the year. It had tons of power - every ounce controllable - and it hooked up coming off corners like no other. Took the fear out doubles.

"I heard the KX had a lot of power, but not where I was riding it. This made the transition from bottom-end to midrange power smooth, which was at least not punishing to my waning grip on the bars. A good motorcycle, but not the standout I knew and loved last year.

"I'd like to start off by apologizing to KTM for being so tired by the time I finally found the 250 SX without a rider. The midrange-biased motor was friendly, the fork sweetly plush and the rear shock really surprised me - I waited all last year for the '98 250 SX's shock to "break in." It's got good balance now, and was reassuringly stable.

"My time on the Honda taught me how slow I really am. This bike is tuned for people who *ride*. It's set up stiff, with a motor that H-I-T hits. The fork's initial contact with the ground on those near-endos was the harshest, but it also sucked up the punishment the best. Overall, though, out of my league.

"So, if you see a blue statue with bad form at your local moto track, that'll be me on the YZ. Wave when you pass."

As you can tell, our opinions varied widely, and some of our testers even contradicted each other on certain particulars, but that's what happens when you have five such capable motorcycles. In view of the fact that three of our five testers chose the Kawasaki as their top bike, however, and since this is a shootout and a winner has to be named, we have to go with the Kawasaki KX250 as the top dog in our 1999 250cc MX Shootout.

As for picking a runner-up, we simply can't decide between the Suzuki, Yamaha and Honda, but since the two other testers who did not pick the Kawasaki as their favorite chose the Suzuki and the Yamaha, we have to make it a tie between the RM and YZ. That leaves the Honda an official third, but realistically, the CR is just as good as either the RM or YZ - you just have to tinker with the CR's suspension a little bit more than the others.

Rounding out the package is the KTM, but don't think for a moment that this is a "last place" bike. This is hardly a deserving label when - in actuality - the SX is a very good machine and is certainly capable of winning in the right hands. An aftermarket pipe for the KTM might be all that's needed to make it a three-way tie for second.

So there you have it: The KX wins again, but - unlike last year - not by much. With a finish as close as this, we highly recommend riding as many of these bikes as you can before making your purchase, but if this is impossible, there's always the "eeny meeny miny moe" method. This will work just as well. CN

More power does wonders for the new Suzuki. The new inverted fork doesn't hurt, either.

Kawasaki

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Key steel parts have been replaced with lightweight aluminum to make the bike more responsive. A new "shorty" 36mm PowerJet carb with K-TRIC, patterned after the factory KX125 race bikes, improves acceleration across the power curve. And engine breathing has been noticeably improved with revised porting and new KIPS valve. To cut down on weight, we even reduced the thickness of the silencer end cover.

So ignore the red dirt in the middle of the pack. Stay cool and go green with the new '99 Kawasaki KX125.

Kawasaki presents you with a choice. Either devour the competition on an all-new '99 KX250, or prepare to be eaten alive. That's because the KX250 boasts over two dozen improvements that make the best 250 even lighter, faster and quicker handling.

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We also gave the highly acclaimed 46mm inverted cartridge fork new lighter aluminum components and the UNI-TRAK® rear shock separate high and low speed compression adjustment that boost suspension performance to the next level.

The 1997 KX250 proved itself at the checkered flag with two AMA championships last year and the '98 KX250 won every major magazine 250cc Shootout. But look out for the '99. Sorry competition, you're about to be eaten alive. Again.

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Supersonic sibling

By Paul Carruthers
Photos by David Dewhurst

They bragged that it would produce sick amounts of horsepower, would scream at 15,000 rpm like a 10-month-old with diaper rash. It was fast, it was short, it was light. Blah, blah, blah...

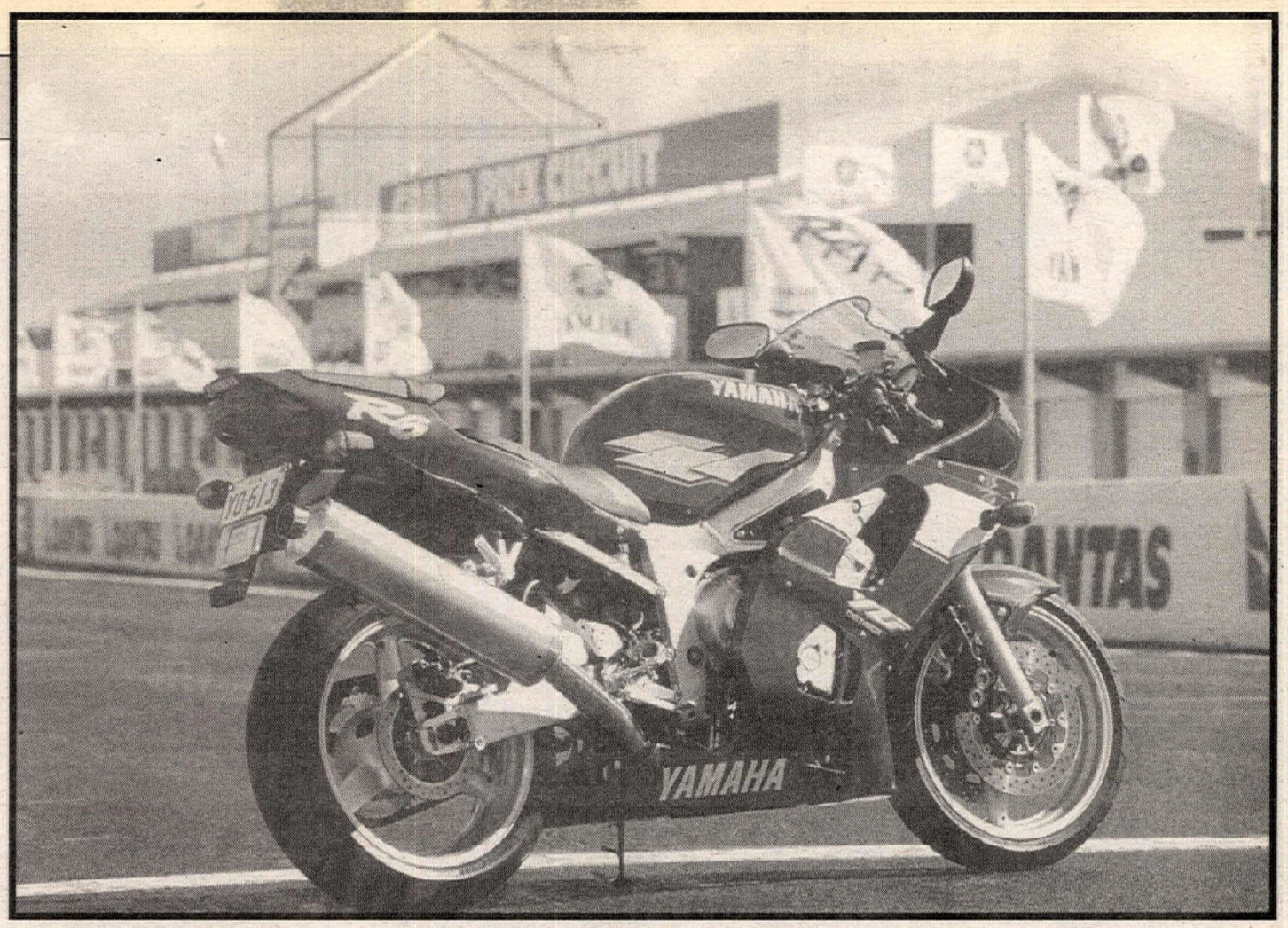
Yamaha had shown during press briefings that they could talk the talk when it came to the highly anticipated YZF-R6: This was the 600 that would take us to the Promised Land of middleweight sportbikes, they grinned sheepishly. Talk is cheap. Whether or not the new bike can walk the walk will ultimately be decided when real racers ride the bike at Daytona in March. Whether it would fit the bill as the next great 600cc Supersport bike for the street - and in the hands of the less capable at the race track - was decided upon a few weeks ago at the Phillip Island Grand Prix track in Australia.

The verdict: It's fast, it's short, it's light - and it screams at 15,000 rpm like a 10-month-old with diaper rash. The Yamaha YZF-R6 is everything that it was hyped up to be.

And that Yamaha needs it to be.

Think of the last time Yamaha truly had a dominating 600cc Supersport bike. Let's see, does 1989 ring a bell? How about John Kocinski simply crushing the opposition on his FZR600 at Daytona, winning by an unheard-of 13.60 seconds after starting from the third row of the second wave? How's this for dominant: The 1989 FZR took nine of the top 10 finishing positions at Daytona that year, and Scott Zampach went on to win the title riding his FZR - with each and every race being won by a Yamaha. In 1990, the FZR's superiority began to wane. They won the title with Jeff Farmer, but didn't win all the races. Since then - well, brands other than Yamaha have ruled the roost.

Yamaha's brand-spanking-new YZF-R6 should give all comers a serious challenge for the crown of "King of the Middleweight Sportbikes."



Sure, Jamie James won the AMA 600cc Supersport crown in 1994, but that due more to James' abilities (and Mike Smith proving his gift for snatching defeat from the jaws of victory by crashing his Honda at Sears Point with just one race to go while in the middle of a points battle with James) than it was to the Yamaha's brilliance. Since that day at Sears Point - August 21, 1994 - Yamaha hasn't even won a race in the class; Honda, Suzuki and Kawasaki have, however.

Instead, Yamaha concentrated on producing street-friendly, comfortable 600s at the expense of being able to win on the race track. (Last year's YZF600 - arguably the best pure street bike of last year's crop - will return for 1999.)

That street-first, track-last attitude will change in 1999. When Yamaha project leader Kunihiko Miwa sat down at the drawing board to map out the R6, he did so with visions of race tracks dancing in his head. Using a vast knowledge of how performance motorcycles are supposed to perform, Miwa - a former Grand Prix engineer who also led the team that designed last year's R1 - came up with a bike that's certain to win races.

After all, nowhere is the spin cycle of change more apparent than in the 600cc Supersport ranks. Each and every year, one of the big four introduces a 600 that goes on to be the class killer, mauling everything in its path, both on the race track and on showroom floors. This year, it may be Yamaha's turn. The R6 is good - very good - and it lives up to its pre-ride hype.

On to Australia, shall we?

Following a harrowing plane ride from Melbourne that I wisely passed on (American Roadracing's Dean Adams and I rode in a car with photographer David Dewhurst. Okay, so we weren't manly - but we also weren't sick. Upon the arrival of the three chartered planes, my cowardly accomplice and I could only chuckle and high-five our decision as we watched green-faced Italians kissing the ground upon their descent from the heavens. Hey, even Rich Oliver looked ill.), we started our ride from the airfield at Geelong to the Great Ocean Road, heading south toward our meeting spot in Apollo Bay.

Knowing full well how good the bike would likely be when we got it to Phillip Island, it was on the street ride where I felt the R6 would suffer. It was easy to conclude, based on the numbers we were given - "it's fast, it's light, it's short" - that the R6 wasn't designed for street use. Surely, with such high rpm figures, it would fall flat on its face when ridden casually on the street. I fully expected to have to ride the bike on the street like you ride a YZ125 at Carlsbad Raceway - it was sure to be a wild ride that would feature more shifting, clutching and rev watching than leisurely sightseeing down one of the world's most picturesque highways. Unlike my accurate prediction of a sickening flight in the chartered planes, it turns out that I was dead wrong about the streetability of the R6.

The 60 or so miles down to Apollo Bay went by quickly. The bike was easy to ride and was, believe it or not, comfortable. There were no aching wrists, pumped-up arms or sore backs. And my original fears of constant shifting also proved to be unwarranted. Fifth and sixth gear were all that were needed for the majority of the ride, despite the fact the road was full of twists and turns. No matter the terrain, you could cruise along on the R6 in virtually any gear without fear of the engine bogging, or not having the power to accelerate when needed.

At one point, a poor passing decision almost left me as a hood ornament on a Holden. My excuse for my stupidity: "Hey, the car was painted the same color as the highway." I pulled out from behind a slower car and was suddenly faced with the oncoming Holden. Panicking, I simply gave the R6 a bit of stick, tucked my elbows and knees in and made it through unscathed.

After staring death straight in the 'roo guard, I carried on through hell and high water, which in this case was intermittent rain and sunshine - and some of the world's most beautiful coastline. We passed such famous surfing spots as Bells Beach, and even saw a dead kangaroo on the side of the road. (So that's why many of the cars feature 'roo guards up front.) Since I was born and partially raised in Australia, I was also the resident expert on all Australian wildlife and their play habits near the highway. "Are kangaroos everywhere, Paul?" I was quizzed. "Yes, and watch out for koalas swinging in from the trees over the highway. And dingoes, too."

In all, our street ride on the high-revving, short-wheelbased, high-horsepowered little 600 made for an entirely pleasant afternoon. The fact that the trip proved to be enjoyable and relaxing speaks volumes for how good a street bike the R6 really is. Hey, we spent the afternoon enjoying the sights of Southern Australia - and all the while the trip, not the tach, was our focus, proving my theory about how the R6 would perform as a viable street bike to be mistaken.

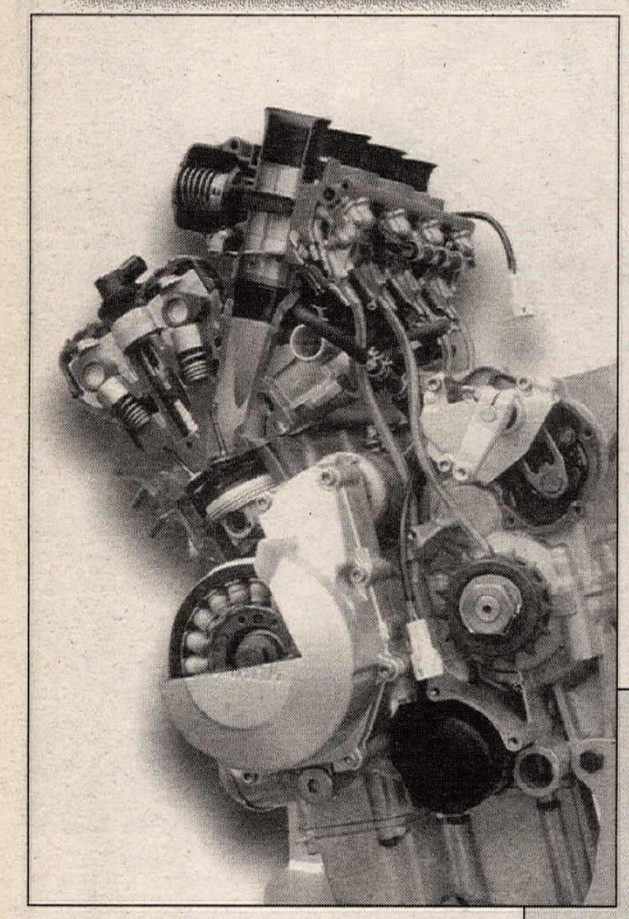
The only complaint I had on the street ride was the severity of hit that came from the rear suspension over some of the road's harsher bumps. Whether or not that comes from a suspension that is simply too stiff or because the technicians had the bike set up for the race track remains to be seen. We'll find out when we get the stock bike back at our California office.

Following the street ride, we were flown to Phillip Island on the same chartered planes that brought the braver among us to Geelong. This time I took the flight, having little choice other than a four-hour ride in a rent-a-car with a crazed British photographer. Fortunately, this flight was calm, and we emerged with our natural skin color - even though the pilot allowed retired road racer Michael Martin to man the controls for much of the flight.

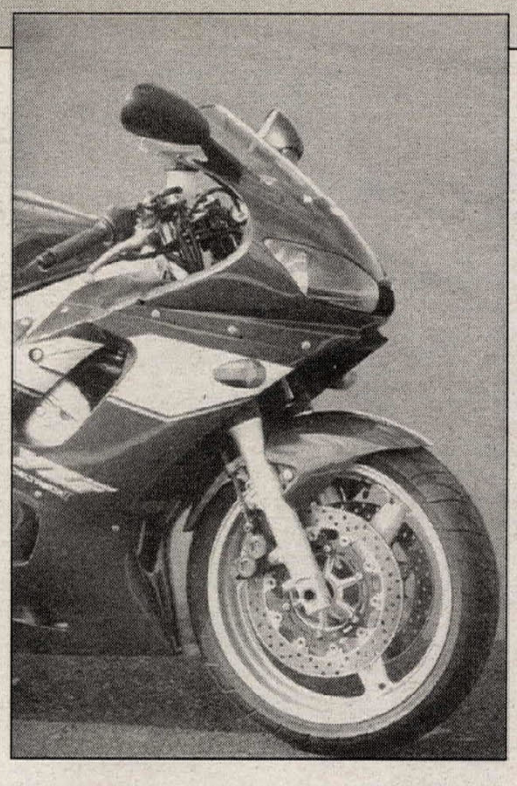
The following day we were taken to the Phillip Island Grand Prix track, where the R6 would be able to show its true colors - those of a full-on 600cc Supersport racer. Again, the bike lived up to its billing.

Phillip Island is a blazingly fast circuit, with the majority of its 2.75 miles featuring third-, fourth- and fifth-gear lefts, interrupted by two second-gear rights. The track also has some change in altitude - thanks to a climbing left-hander dubbed Lukey Heights - and a flat-out front straight, aptly named after 1987 500cc World Champion Wayne Gardner.

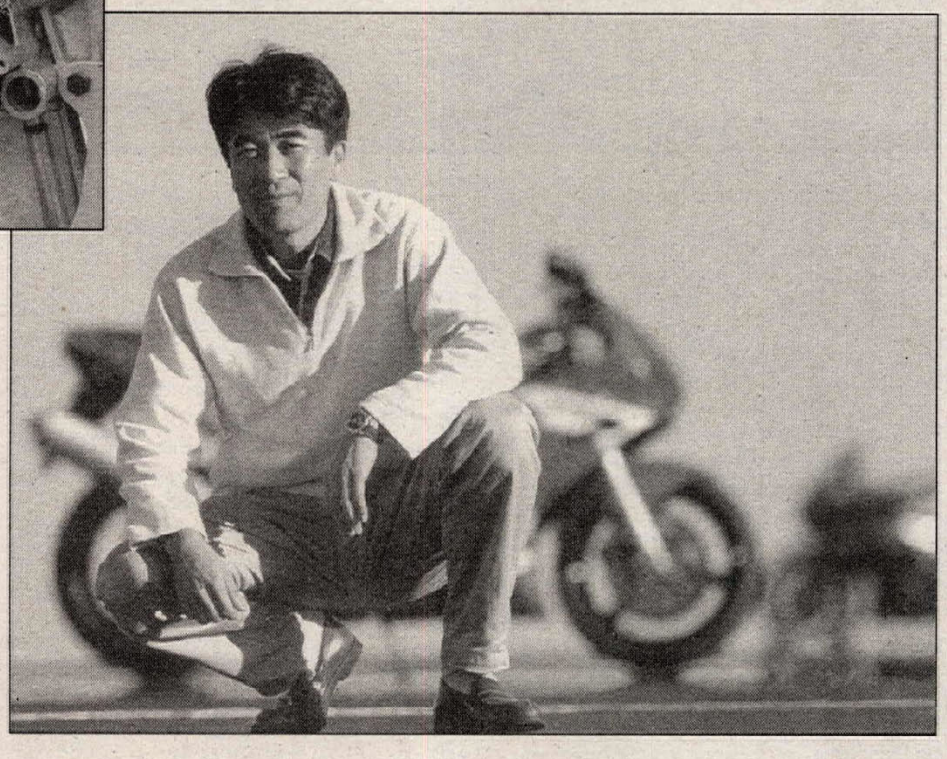
Our day featured a bit of everything the local weather could muster up: high winds, rain and sunshine. Fortunately, the high winds and sunshine dried the wet spots quickly, though a 15-minute downpour interrupted our day. Still, we rode the R6 in a variety of conditions during our day at track, with some parts of the track being completely dry at



(Left) An engine cutaway shows the insides of the R6. The little 600, unlike its sibling R1, uses four valves per cylinder rather than five. Why? Because the benefits of having five valves only come into play on engines with a larger bore than the 65.5mm found on the R6. Also, a 750cc-sized clutch is used on the R6 - some 14mm larger than the clutch found on the YZF600.
(Below) The man: Kunihiko Miwa is the project leader on the new R6 and he was also the man behind the R1 that made its debut a year ago.



(Left and above) A conventional 43mm provides damping up front while the rear gets a Bilstein-type Soqi shock. Although we tested the unit in Australia with Bridgestone rubber, the bike will come equipped with Dunlops for the U.S. market.



1999 Yamaha YZF-R6

Specifications

Engine	
Type	Liquid-cooled, DOHC in-line four-cylinder w/four valves per cylinder
Displacement	599cc
Bore x stroke	65.5 x 44.5mm
Compression ratio	12.4:1
Maximum power	120 hp @ 13,000rpm
Maximum torque	50.2 ft.-lb. @ 11,500rpm
Lubrication	Wet sump
Carburetion	Keihin CVRD37 with TPS
Primary reduction ratio	86/44 (1.955)
Secondary reduction ratio	45/15 (3.000)
Clutch	Wet, multiple disc
Transmission	Constant-mesh 6-speed
Gear ratio 1st	37/13 (2.846)
Gear ratio 2nd	37/19 (1.947)
Gear ratio 3rd	28/18 (1.556)
Gear ratio 4th	32/24 (1.333)
Gear ratio 5th	25/21 (1.190)
Gear ratio 6th	26/24 (1.083)
Final drive	Chain
Generator	AC magneto
Chassis	
Overall length	79.7 in.
Overall width	27.2 in.
Overall height	43.5 in.
Seat height	32.3 in.
Wheelbase	54.3 in.
Minimum ground clearance	5.3 in.
Dry weight	372 lb.
Frame type	Aluminum Deltabox II
Rake/trail	24°/81mm
Fuel capacity	4.5 gal.
Suspension	
Front	Fully adjustable Kayaba 43mm conventional telescopic forks w/ 5.1 in. travel
Rear	Truss-type aluminum swingarm Monocross system w/ single fully adjustable Soqi shock and 4.7 in. travel
Brakes	
Front	Dual 295mm discs with four-piston calipers
Rear	Single 220mm disc with two-piston caliper
Wheels/tires	
Front	120/60ZR17 radial on 3.50-in.-wide cast-aluminum wheel
Rear	180/55ZR17 radial on 5.50-in.-wide cast-aluminum wheel
MSRP	$7999

times while other parts were wet. It made the going tricky at times, but further proved the confidence the R6 inspires in its rider.

While the street ride gave us a glimpse of what the R6 is capable of, the day at Phillip Island showed us what Mr. Miwa and crew had in mind when they designed the bike.

With a dry weight of 372 pounds, a claimed horsepower output of 120 horsepower (this is likely obtained with Hurricane Mitch-like air being forced into the bike's ram-air system - Yamaha claims the R6's static horsepower is 108), a wheelbase of 54.4 inches and rake and trail of 24°/81mm, it was obvious that the bike would work well on the race track.

Although Phillip Island provided only one opportunity for a quick right-left transition, the R6 showed what short and steep can do for turning response. Not that its light weight didn't also factor into the bike's flickability. While short and steep usually throws stability right out the window, none of the testers complained about the slight wag in the bars on the exits of some of the slower corners while under heavy acceleration. (Note to lawyers: Your clients don't need a steering damper.)

If the bike's ability to change directions with minimal rider input was impressive, so to was the bike's stability under heavy braking. When you exit the Southern Loop at Phillip Island, you then negotiate a high-speed run through a fast left before you arrive at Honda Corner, a second-gear right-hander. Carrying a lot of speed through the fast left and then having to slow the bike while downshifting for the slow right-hander was an easy proposition on the R6. A simple squeeze on the front-brake lever got the bike slowed without any unpleasant movement from either the front or the rear end as the four-piston calipers did their job in conjunction with the 295mm front discs. There was also no noticeable brake fade, though Phillip Island isn't particularly hard on the brakes, with only two corners that really require some handiwork with the binders. It is worth noting that part of the positive feel from the front obviously came from the front tire, in this case a Bridgestone. When the bikes arrive on American soil, they'll be fitted with Dunlops, but there definitely won't be a drop in performance with the D207s.

The harshness that was readily apparent from the rear suspension while on the street ride never reared its ugly head while running around the mostly smooth Phillip Island track. Whatever settings the technicians came up with for the race track were more than adequate, and I never made any changes in regard to either the fully adjustable 43mm front fork or to the rear Soqi shock. Ditto for ride height. The scaled-down version of the R1's Deltabox II chassis is extremely rigid, but it was designed to be precisely that and it's right at home on the race track, feeling a heck of a lot like a TZ250.

The bike's overall ground clearance is top-notch. According to Yamaha, it takes 56 degrees of lean angle to touch the feelers on the footpegs, and grounding the fairing or the pegs never entered into the equation at Phillip Island. Even the faster testers in our group had to work to the get the bike to touch down.

So how fast is it? At the end of the Gardner straight, most testers reported speeds in the 165-mph range - with Oliver squeaking 166 mph out of his. He no doubt got a better drive out of the last corner - at least on one occasion - than the rest of us mere mortals. Naturally, those speeds came from the bike's speedometer and actual speed is obviously lower, but the R6's top-end performance will put it at the top, or near the top, of the class. Only a radar gun will give us actual numbers... The same goes for horsepower figures, which will have to wait until we can get our test unit on the White Brothers dyno.

And, yes, the bike does rev to 15,500 rpm, but power seems to peak at around 13,500. While the power doesn't increase beyond 13,500, there isn't an appreciable drop, making the overrev useful.

The R6 that was assigned to me during both portions of the ride never missed a shift - and there were none of those pesky little false neutrals that preproduction units often bring with them to the race track. Each click between gears was smooth and precise, and the clutch, though a bit grabby at times, fared well throughout both days of testing.

I came back from Australia raving to my cohorts about the R6, and some of them raved back about the Honda CBR600F4 that they'd recently tested. They raved, I raved... and we've already started to argue about which of the 600s will prove to be best when compared against each other in a later issue.

If nothing else, this year's crop of 600s will provoke a lot of raving. The manufacturer who wins the AMA 600cc Supersport class at Daytona will get to do their raving the loudest and it'll have an immediate impact on 1999 sales figures. After a few years of being trodden on in the 600cc Supersport wars, Yamaha has a good chance of being on top come the first week in March.

Just how good is the R6? Put it this way: I thought we were going to have to get a plastic surgeon to remove the smile from Rich Oliver's face every time he got off the bike at Phillip Island.

Congratulations again, Mr. Miwa. CN

HONDA

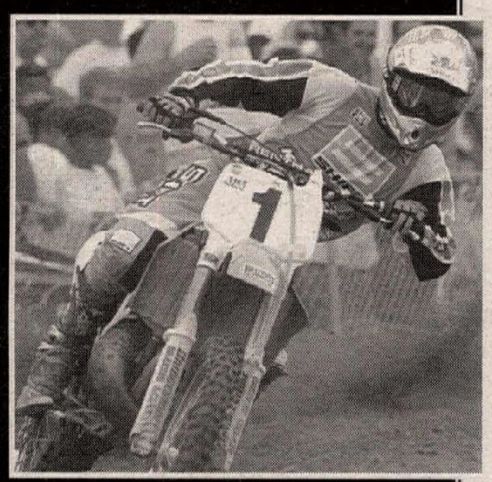
SUZUKI

MMI Motorcycle Mechanics Institute

Fall is in the air. The leaves are changing color. And on MotoWorld we're shifting gears of our own! Arenacross action gets going full speed. Ice speedway begins its tour of the states. And oh, don't forget, such classics as the Lodi Cycle Bowl, the Elsinore GP, Baja 1000 and much more!

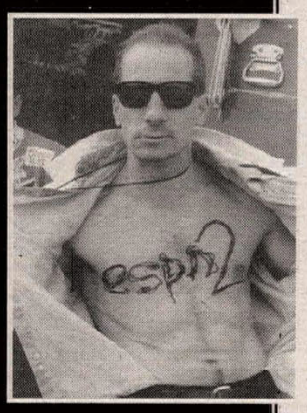
Not to mention we'll let you hear from the Champions of 1998 with special features centered around the racers that made it to the top of the podium this year.

So keep tuned to the only racing show that has all the corners covered, MotoWorld!



Join Jerry as he takes all his knowledge from the NASCAR boys and tries to teach the young up and comers in the Hooters Pro Cup Series a thing or two! They'll be whistling *Dixie* by the beach in South Carolina.

Jerry then jumps cross-country to mingle with the CART drivers as they party well into the night for charity at Runway Madness. California will never be the same once these guys are done.



Alert Paris! Jerry is coming! Jerry is coming! Mr. Bernardo closes out the month in true style in Gay Paris (Pah-ree). The host of Rev It Up learns about the French culture and a few new things. JB teams up with the Supercross stars for three straight nights of close tight action on and off the Bercy circuit.

MW2 Rev It Up will also take a trip down to Mexico with Team Honda and follow their trials and tribulations in the Baja 1000! So come join Jerry as he travels the world in one month!

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HUNGRY FOR ACTION?

HERE'S THE MENU:

Date	Eastern Time	Description
11/1/98	3:30 PM	MotoWorld (R)
11/2/98	2:00 AM	MW2 Rev It Up
11/4/98	5:30 AM	MotoWorld (R)
11/5/98	6:30 PM	MotoWorld
11/8/98	12:40 PM	MotoWorld (R)
11/12/98	3:30 AM	MotoWorld (R)
11/12/98	6:30 PM	MotoWorld
11/13/98	6:30 PM	MW2 Rev It Up
11/15/98	1:00 PM	MotoWorld (R)
11/17/98	3:30 AM	MotoWorld (R)
11/18/98	5:30 AM	MW2 Rev It Up
11/19/98	7:00 PM	MotoWorld
11/22/98	11:00 AM	MotoWorld (R)
11/27/98	2:30 AM	MotoWorld (R)
11/27/98	6:30 PM	MW2 Rev It Up
11/27/98	7:00 PM	MotoWorld
11/29/98	11:30 AM	MotoWorld (R)
11/30/98	2:00 AM	MW2 Rev It Up

espn2

THIS WEEK'S SPECIALS:

AMA Supercross Series

AMA 125cc 250cc Motocross

MotoWorld

MW2 Rev It Up

espn2

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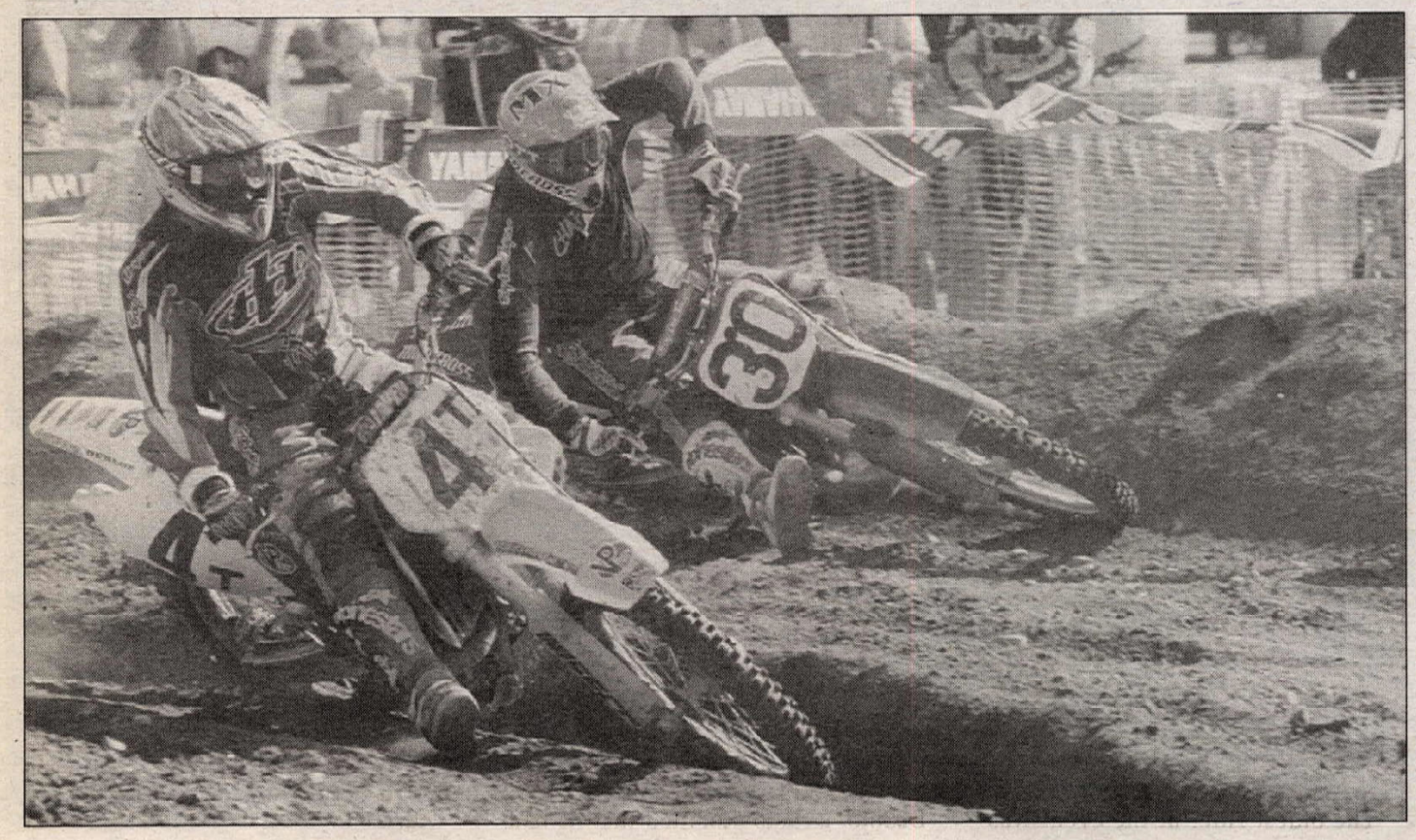
Dubach triumphant again



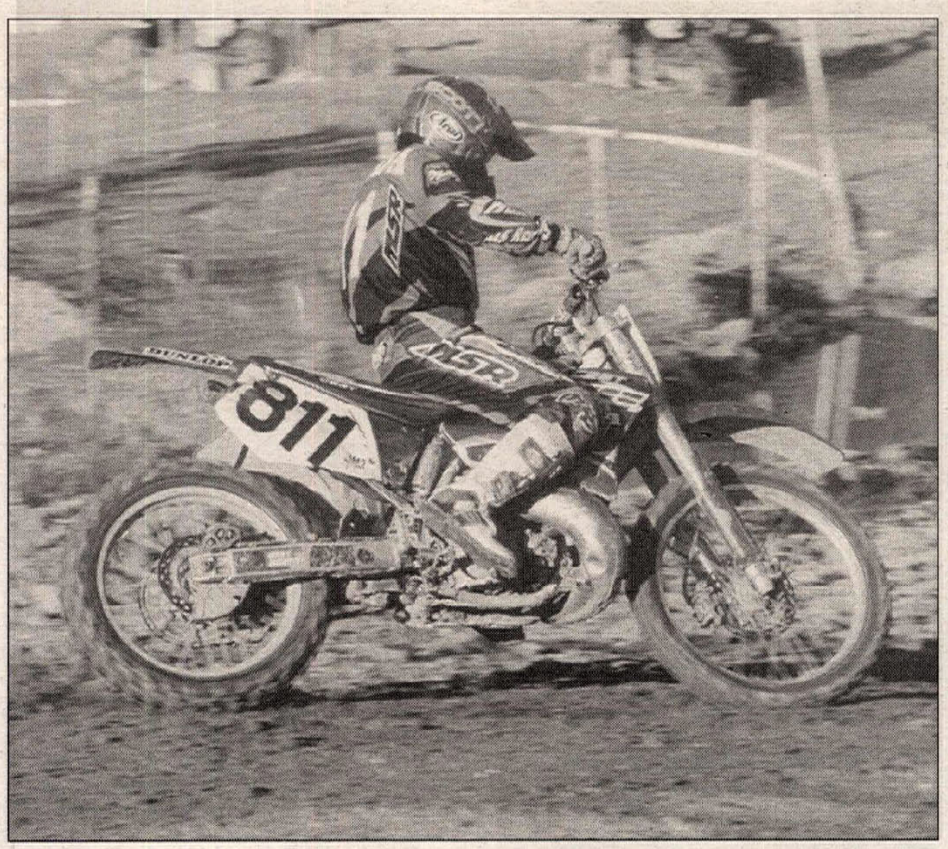
By Bob and Beth LaRock

SAN BERNARDINO, CA, OCT. 31-NOV. 1

The intensity level was high as the world's best veteran riders gathered for the 13th annual White Brothers World Vet Championship. More than 400 riders per day and hundreds of fans from nearly every state and from more than seven countries came to compete in the two-day event.

The premier event of the weekend was the Over 30 Pro race held on Sunday. The competition promised to be stiff, with four of last year's top five riders vying for the title. Among them were the defending champion, White Brothers/Yamaha-sponsored Doug Dubach, who has won this event four times; Adrian Robert, last year's third-place finisher and a 28-time South American Champion; and last year's

(Above) Doug Dubach (1) leads the pack en route to his fourth Vet World Championship title at Glen Helen. (Left) Terry Fowler (4) and Larry Brooks (30) mix it up in the Over 30 Pro class on Sunday.



Rich Thorwaldson (931, above) topped the Over 50 Expert class over Koji Masuda (811, above left).
(Below) Third place in the Over 70 class went to 77-year-old Jack Biery.

fourth-place finisher, Terry Fowler, who recently won the California State Championship at this same venue.

Former champ Rick Johnson was named the event's grand marshall.

The gate dropped for the start of the first moto and 44 riders charged for the first turn. Dubach grabbed the holeshot, with Larry Brooks, Fowler, Tom Carson and Rich Taylor close behind.

Dubach, on his Yamaha YZ400F, quickly developed a five-second lead. Brooks and Fowler duked it out for second through most of the moto, with Brooks defending a narrow lead and Fowler repeatedly showing him a tire. Fowler appeared to be quicker but had difficulty finding a line around Brooks.

By the fifth lap, Dubach had stretched his lead to more than 12 seconds. Fowler kept pushing, and his persistence paid off when he passed Brooks in a turn, taking second. Back in the pack, Robert started a charge, moving up from 10th place to eighth.

Passing the white flag, Dubach held a commanding 17-second lead over Fowler and Brooks. It appeared as though Fowler had second place locked up until he got caught behind a lapper at the top of the "Falls." Brooks, taking advantage of the better line on the outside, passed Fowler. Meanwhile, Robert managed to pick up three more positions, which placed him in fifth.

At the checkered flag, it was Dubach first, followed by Brooks, Fowler, Taylor and Robert.

Dubach said afterward that he was "real happy to win this first moto."

Fowler said he could have given Dubach a better fight if he could have gotten around Brooks earlier.

"By the time I got past him, I was set in that pace, and I couldn't pick my pace back up," Fowler said.

Robert just shook his head in disappointment.

Dubach was not as successful at the start of the second moto, rounding the first turn in 15th. Carson, who is known for his good starts, grabbed the holeshot, with IMS rider Brian Manley in second and Brooks in third.

By the end of the first lap, it was Manley in the lead, with Brooks in second and Carson in third. Robert, having started in sixth, moved up to fourth. Billy Frank held fifth. Fowler maintained the number-six spot, and Dubach, driving hard, picked up five places, moving to 10th.

The top positions changed dramatically by the end of lap three. Manley still held the lead, but Robert moved into second, Brooks was third, Fowler was fourth, and Frank was fifth. Dubach, on a mission, propelled himself into sixth, immediately behind Frank, and passed him on Shoei Mountain.

Robert took the lead from Manley on lap five.

While Fowler and Manley were going at it for second on lap six, Dubach saw an opportunity to square off a turn and slide underneath, taking third from Fowler.

Dubach, using the same line up Shoei Mountain, powered past Manley for second. Manley was again passed, this time by Fowler. By the end of lap seven, Robert held the lead, followed by Dubach, Fowler and Manley.

Dubach and Robert battled back and forth for the number-one position. Dubach finally passed Robert and pulled away. After 26 minutes of racing, Dubach crossed the finish line for the win, followed by Robert in second, Fowler in third, and Manley in fourth.

Dubach retained his title as World Vet Champion with a clean sweep. Fowler, with his 3-3, placed number two overall, and Robert took third with a 5-2.

An ecstatic Dubach threw his arms around his wife, Gina, and 17-month-old daughter, Rylee.

"It was iffy at best that first lap," Dubach admitted. "There were guys going every which direction. You had to have a lot of patience."

At the awards ceremony, Fowler dedicated his race to the memory of his wife, saying, "She was with me.

"It turned out just how I wanted it to," Fowler added. "Doug's a full-time rider, and if I'd beat him, it would have been icing on the cake. But I was training for second, really. I'm a realist, and I gave it all I had."

The World Vet Championship weekend also included races for riders of varying abilities and age groups. Probably the most colorful group was the Over 60 riders. The general consensus of this class was that no matter what, they were going to have a good time.

The oldest rider at the event was Jack Biery, 77, who said, "If I get all the way back in one piece, and I don't destroy my machine or myself, I'm a winner."

"My goal before I die is to beat George Spearing or Zoli Berenyi once," laughed Expert Over 60 rider Tom Hamm from Wyoming. "Everybody says in order to do that, I have to live to be 155."

The Over 50 Expert class was a homecoming for many riders who have competed against one another in the United States and throughout the world. Koji Masuda from Japan brought a scrapbook with pictures of himself and Rich Thorwaldson from the '70s. Masuda finished second on Saturday and fifth on Sunday, with 1-3 and 1-9 moto finishes. Thorwaldson, with two days of 2-1 finishes, took first overall for the weekend.

Also competing in the Over 50 Expert class was John "The Flyin' Hawaiian" DeSoto. DeSoto admitted that he had not raced for a year and that he was riding a brand-new bike supplied by IMS.

"Friday at practice, I was pushing my bike to the starting line and I got arm pump," said DeSoto, laughing. "I knew I was in trouble."

DeSoto placed fifth with a 5-5 finish on Saturday and second with a 3-2 finish on Sunday.

The Over 40 Expert class was filled with riders who helped shape the history of motocross. "Radical Ron" Turner, Gary Jones, Chuck Sun, Rich Eierstedt, Fred Vertucco, Zoli Berenyi, Alex Jorgensen and Parry Klassen were just some of the racers competing in the two-day event. One of the best battles of the weekend was between old friends Husaberg/Spectrol/Malcolm Smith-sponsored Sun and Pro Action Suspension/Thousand Oaks Yamaha rider Turner. Sun took first overall with a 2-2 finish, while Turner swept first on Sunday with a 1-1.

World Vet Championships
San Bernardino, California
Results: October 31-November 1, 1998

Saturday

25+ NOV D-1: 1. Steve Broussard (Hon); 2. Jeff Grady; 3. Kelly Oldroyd (Hon); 4. Mark Oldroyd (Hon); 5. Matt Morgan.

25+ NOV D-2: 1. Brian Allen (Yam); 2. Rob Hall (Yam); 3. Mark Granberg; 4. Jason Lowther (Yam); 5. Luis Vasquez (Kaw).

25+ INT: 1. Drew Olivia (Hon); 2. Don Burke; 3. Alex Zapata; 4. Todd Broussard; 5. Kevin Hanrahan (Hon).

25+ EX: 1. Bill Sauro (Hon); 2. Bill Mercier; 3. Brian Manley (Hon); 4. Steve Drew (Yam); 5. Richard Saxton (Kaw).

30+ NOV D-1: 1. Mike Carr (Hon); 2. Jesus Rodriguez; 3. Karl Holmberg; 4. Steve Basin (Yam); 5. Rocky Hash.

30+ NOV D-2: 1. Vic Walker (Yam); 2. Mike Hibner (Yam); 3. Mike Grimes (Kaw); 4. Dirk Davidow (Kaw); 5. Gary Harada (Kaw).

30+ INT: 1. Drew Olivia (Hon); 2. Jon Levey; 3. Stephen D. Stewart (Yam); 4. Arbusto Lima (Hon); 5. Gary Lacy.

30+ PRO: 1. Willy Musgrave; 2. Dow Bisckglin; 3. Kevin Foley (Yam); 4. Adrian Robert; 5. Larry Gessner.

35+ NOV D-1: 1. Mike Brinkley; 2. Robert Werschey; 3. David Trudeau (Yam); 4. Frank Wright (Yam); 5. Rick Watmore (Yam).

35+ NOV D-2: 1. David Pinkman; 2. Gary Harada (Kaw); 3. Denny Davidow (Kaw); 4. Mark Sandzimier (Yam); 5. Rod Jensen.

35+ INT: 1. Ned Lowerre (KTM); 2. John Langhammer; 3. Ed Niemela (Kaw); 4. Jim Hanson.

35+ EX: 1. Kevin Foley (Yam); 2. Tim Schmelyun; 3. Jeff Watts; 4. Scott Steinle; 5. Fred Vertucci (Suz).

40+ NOV D-1: 1. P. Moterro; 2. Mark Hawkins (Hon); 3. Bobby Lynch; 4. Niels Frederiksen; 5. Ted Kennedy.

40+ NOV D-2: 1. Robert Fields (Yam); 2. Rick Hay (Kaw); 3. John Mitchell (Yam); 4. Kenny Meeker (Hon); 5. Frank Tomason.

40+ INT: 1. May Migliore (Hon); 2. Joe Schneider (Yam); 3. Dallas Nyblod (Hon); 4. Mike Altenhofel (Hon); 5. Mark Mortensen.

40+ EX: 1. Chuck Sun (Hus); 2. Zoli Berenyi; 3. Ron Turner; 4. Parry Klassen; 5. Rich Eierstedt (KTM).

50+ NOV: 1. Roque Caluca; 2. Takashi Hyodo; 3. LeRoy J. Francord; 4. Allen Bray (Hus); 5. Ernie Cabral.

50+ INT: 1. Bill Tanner (Kaw); 2. Bill Meyer (Hon); 3. Laurence St. Pierre (Yam); 4. Dayton Hickson; 5. Niels Frederiksen (Kaw).

50+ EX: 1. Rich Thorwaldson (Hon); 2. Koji Masuda; 3. Bengt Aberg (Hus); 4. Alan Olson (Hon); 5. John DeSoto (Yam).

60+ NOV: 1. Chuck Woody; 2. Sam English (Yam).

60+ INT: 1. Ken Beach (Yam); 2. Jim Dehevan (Kaw); 3. Richard Bealer (Yam); 4. Stan Woods; 5. Buzz Moeller (Hon).

60+ EX: 1. Zoli Berenyi; 2. George Spearing; 3. Tom Hamm; 4. Horst Leitner.

70+ NOV: 1. John Webb (Hon); 2. Asker Larnkjaer; 3. Jack Biery.

30+ WMN: 1. Tricia Young (Yam); 2. Shelly Danylo (Suz).

Sunday

30+ PRO: 1. Doug Dubach (Yam); 2. Terry Fowler (Yam); 3. Adrian Robert (Hon); 4. Larry Brookes (Yam); 5. Brian Manley (Hon); 6. Billy Frank (Kaw); 7. Gordon Ward (TM); 8. Tom Carson; 9. Shawn Wynne; 10. Don Bisceglia.

30+ NOV D-1: 1. Garth Tarlow; 2. Augusto Lima; 3. Paul Berten (Hon); 4. Greg Lepett (Yam); 5. Mike Armstrong (Hon).

30+ NOV D-2: 1. Greg Lasiewski (Kaw); 2. Vic Walker (Yam); 3. John Gomez; 4. Chad Hughes; 5. Michael Marrin.

30+ INT D-1: 1. Jon-Jon Belisle; 2. Jon Levey; 3. Drew Olivia (Hon); 4. Brad Holland; 5. Tony Bienert.

30+ INT D-2: 1. Mike Hodges; 2. Gary Lacy; 3. Todd Broussard (Kaw); 4. Greg Caughey (Yam); 5. Guy Giffin (Yam).

35+ NOV D-1: 1. Glen Swecker (Hon); 2. Antonio Ferberia; 3. Manny Dominguez III; 4. Karl Holmberg; 5. Frank Wright (Yam).

35+ NOV D-2: 1. Cameron Funk (Suz); 2. Tom Duddey (Yam); 3. David Trudeau; 4. Dan Austin (Yam); 5. Scott Hollenbeck.

35+ INT: 1. Rob Engel (Yam); 2. Donald Leib (KTM); 3. Ned Lowerre (KTM); 4. Rob Healy; 5. Mike Brinkley (Yam).

35+ EX: 1. Kevin Foley; 2. Mike Beier; 3. Tim Schmelyun; 4. Dan Berg; 5. Fred Vertucci.

40+ NOV D-1: 1. Mark Hesse; 2. Mark Hawkins; 3. Walter Miles; 4. Kenny Meekor (Hon); 5. Bobby Lynch.

40+ NOV D-2: 1. William Prario (Kaw); 2. Nick Wurmir (Yam); 3. Jeffrey Arzoyman (Yam); 4. Frank Serjeant (Kaw); 5. Randy Lester.

40+ INT: 1. David Pinkman ; 2. Mark Olsen; 3. Rudy Chavez; 4. Joseph Gonzalez; 5. Mike Altenhofel (Hon).

40+ EX D-1: 1. Ron Turner; 2. Chuck Sun (Hus); 3. Zoli Berenyi; 4. Mike Webb; 5. Brent Wallingsford.

40+ EX D-2: 1. Mike Kappelmann; 2. Bob Rutten; 3. Bill Nolan; 4. Tracy Oswell; 5. Alan Kent.

50+ NOV: 1. Gary Anderson; 2. Ernie Cabral; 3. Leroy Francard; 4. Bob Ridgway (Yam); 5. Wayne O'Bleness (KTM).

50+ INT: 1. Bill Tanner (Kaw); 2. Takashi Hyodo; 3. Bill Meyer (Hon); 4. Niels Frederiksen; 5. Laurence St. Pierre (Yam).

50+ EX: 1. Rich Thorwaldson; 2. John DeSoto (Yam); 3. Don Tocher (Hon); 4. Koji Masuda (Hon); 5. Edgar Perriton.

60+ NOV: 1. Chuck Woody

60+ INT: 1. Ken Beach (Yam); 2. Richard Bealer (Yam); 3. Jim Dehevan (Kaw); 4. Buzz Moeller (Hon); 5. Steve Pyle.

60+ EX: 1. Zoli Berenyi; 2. Chuck Minert; 3. George Spearing; 4. Tom Hamm.

70+ NOV: 1. Asker Larnkjaer; 2. John Webb; 3. Jack Biery.

30+ WMN: 1. Dawn Rogers (Yam); 2. Tami Rice (Hon); 3. Shelly Danylo (Suz).

Former champs clash, win belongs to Nash

Tim Nash rode to victory in the Vintage Iron World Championship.

By Robert Van Damme

SAN BERNARDINO, CA, NOV. 1

Names such as Johnson, Staten, Doughty, Holley, Moates, DeCoster and DeSoto competed at the Vintage Iron World Championships at Glen Helen Raceway. But those names were not the winner in the Evolution Expert class; that win belonged to someone by the name of Tim Nash. Nash used two good starts and steady riding to take the overall, besting former champions Rex Staten and Rick Johnson.

Rick Doughty, president of Vintage Iron International, assembled a cast of former champions, industry people both foreign and domestic, and just plain enthusiasts who wish to preserve the history of motocross. Doughty also tried to recreate the mood with simple multicolored banners that were supposed to line the track but on several occasions would end up in someones' rear wheel.

Also, the track was designed for the era: no monster doubles or man-made whoops. It was as though time had stood still on this weekend. You could walk up to anyone and strike up a conversation about the event or past races on their steeds, and the question "Did you see who's here?" echoed throughout the day. Furthermore, a banquet was put together the night before to offer further opportunities to rub elbows with former heroes.

Randy Lewis led the pack into the first turn of the opening moto, but David Fisher passed him going up the hill. Nash moved by Lewis for second, followed by Ellis, former USGP winner Marty Moates, Staten and Johnson. Staten eventually moved up to third, followed by Ellis and Johnson. Nash moved by Fisher on lap two through an off-camber sweeper.

"I was working on Fisher to get around as fast as I could, because I knew - regardless of where Staten and Johnson had started - they would be coming up really quick," Nash said.

Johnson moved by Ellis and started to apply pressure on Staten.

Several riders became tangled up, and Moates was out of the race. Both Staten and Johnson moved by Fisher in the back section and were going after Nash. Johnson tried to go on the outside of Staten, but the opening got shut going into the next corner. Johnson did not know that it was former South African and multi-time District 37 Champion Staten that he was trying to pass.

"I kept showing a wheel to this Yamaha rider, and he kept shutting the door on me," Johnson said. "I thought, 'Man, that was an aggressive move to be doing here at a vintage race.'"

Nash, who at one time had a 10-bike-length lead, saw it dwindle down to nothing, due to lapped traffic.

On the last lap, Staten went by Nash on the off-camber left-hander.

"The Maico rider (Nash) went a little wide, and I got by him," Staten said.

"I didn't hear Staten behind me, because of Johnson's four-stroke," Nash said, "and Staten just zapped me."

Going into the final couple of turns, Nash stayed right behind Staten, while Johnson tried to make a move for second. Johnson tried to squeeze on the inside of Nash on the corner before the downhill, but they tapped and Johnson went down. Staten took the moto win, followed by Nash, Pete Mathia and Fisher.

Nash grabbed the holeshot for the second moto, followed by Johnson, Fisher, Ellis and Doug Yarnell. Staten went down in the first corner.

"I saw a Maico rider to the right of me, and he had hit a bump, launching his rear wheel in the air. The wheel came towards me waist-high and his axle hit my seat," Staten said, pointing to the tear on the top of the seat.

Johnson went around Nash on the second lap and took over the lead.

"On the uphill, I overshot the next corner and got into the soft stuff, and Johnson went to the inside and went by me," Nash said.

Johnson pulled away for the moto win, followed by the Maico Only-sponsored Nash. Third went to Fisher, with Ellis, Yarnell and Staten rounding out the top six. CN

Vintage Iron World Championships
San Bernardino, California
Results: November 1, 1998

PRE-1965 NOV: 1. Roger Brophy (Gre); 2. Cliff McGaughey (H-D); 3. Gary Collman (Gre).

PRE-1965 INT: 1. Steven Hansen (BSA).

PRE-1965 EX: 1. Kevin Reed (Tri); 2. Dennis Hansen (BSA); 3. Clarke Coleman (Mat).

PRE-1970 250 NOV: 1. Trevor Cox (CZ); 2. Gene Loquero (Ric).

PRE-1970 250 INT: 1. Ryan Dickson (CZ); 2. Keith Lynas (Oss).

PRE-1970 250 EX: 1. Lawrence Lucia (CZ).

PRE-1970 500 NOV: 1. Mark Locke (Che); 2. Jeff Tulinius (BSA); 3. John Pisckt (Bul).

PRE-1970 500 INT: 1. Matt Parsons (Ric); 2. Gary Egloff (Hus); 3. Fred Cox (CZ).

PRE-1970 500 EX: 1. John Lefevre (Hus); 2. Peter Villacaro (CZ); 3. Charlie Beck (Mai).

PRE-1972 125 NOV: 1. Don McGregor (Pen).

PRE-1972 125 INT: 1. Lee Fabre (Hod); 2. Ron Renzulli (CZ); 3. Nick Barrick (Pen).

PRE-1972 125 EX: 1. Mark Arsenault (Hus); 2. Norm Bigelow (Bul); 3. Bruce McDougal (Pen).

PRE-1975 125 NOV: 1. Jason Newman (Hon); 2. Don Miller (Hon); 3. Robert Groves (Hon).

PRE-1975 125 INT: 1. Scott Wallenberg (Mon); 2. Jeff Harper (Hon); 3. Glenn Baugh (C-A).

PRE-1975 125 EX: 1. Scott Davis (Hon); 2. Morrell Griffith (Hon); 3. Steve Parker (Hon).

PRE-1975 250 NOV: 1. Scott Brophy (Yam); 2. Larry Good (KTM); 3. Jason Pischski (Hon).

PRE-1975 250 INT: 1. Brian Squires (Hus); 2. Eric Cook (Mon); 3. Randy Brown (Yam).

PRE-1975 250 EX: 1. Morrell Griffith (Yam); 2. Dallas Nyblod (Yam); 3. Joel Nicholson (Hon).

PRE-1975 500 NOV: 1. Rick Angelo (Yam); 2. David Starr (Yam); 3. Tom Damsen.

PRE-1975 500 INT: 1. Corey Falter (Mai); 2. Gary Lower (Hon); 3. Vic Jones (Mai).

PRE-1975 500 EX: 1. Andy Caldecott (Suz); 2. Ron Fish (Yam); 3. Ed Zorres (Yam).

PRE-1978 NOV: 1. Gerald Nuskin (CZ); 2. Len Gillette (Yam); 3. Klaus Ramsey (Yam).

PRE-1978 INT: 1. Tom Englehardt (Yam); 2. Keith Lynas (Mai); 3. Harry Backer (Hon).

EVO NOV: 1. Phil Reyes (Hus); 2. Leroy Stowers (Suz); 3. Charles Hilton (Hon).

EVO INT: 1. Chris Nash (Hon); 2. Randy Lester (Mai); 3. Steve Gordon (Mai).

EVO EX: 1. Tim Nash (Mai); 2. David Fisher (Suz); 3. Rex Staten (Yam).

30+ NOV: 1. Scott Brophy (Yam); 2. Larry Williams (Mai); 3. David Starr (Yam).

30+ INT: 1. Darren Hudson (Mai); 2. Cory Falter (Mai); 3. Gary Lower.

30+ EX: 1. Andy Caldecott (Suz); 2. Dallas Nyblod (Yam); 3. Ron Fish (Yam).

40+ NOV: 1. Larry Williams (Mai); 2. Parker Foster (CZ); 3. Paul Falassi (CZ).

40+ INT: 1. Brian Squires (Hus); 2. Steve Adams (Hon); 3. Lloyd Boland (CZ).

40+ EX: 1. Tom Leehe (Hus); 2. Morrell Griffith (Yam); 3. Ed Zorres (Yam).

50+ NOV: 1. Bob White (Mai); 2. Ed Rodzack (CZ); 3. Steve McLean (Hus).

50+ INT: 1. Bill Brown (Mai); 2. W.T. Schuberg (Hus); 3. Chuck DeRan (Yam).

50+ EX: 1. Lawrence Lucia (CZ).

60+ EX: 1. Steen Hansen (BSA).

MX DES NATIONS: 1. Team California; 2. Team Canada; 3. Team Florida.

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hh metrodome • **minneapolis** • march 20

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silverdome • **pontiac** • april 10

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VINTAGE
IRON MASTERS OF MOTOCROSS BANQUET

A gathering of heroes

Photos by Mitch Friedman

On Halloween night, Vintage Iron's Rick Doughty assembled a group of some of the finest motocross racers the sport has to offer, bringing riders from all over the world to attend his charity banquet. Speedvision's Larry Maiers interviewed the heroes of yesterday, and naturally there were plenty of stories...

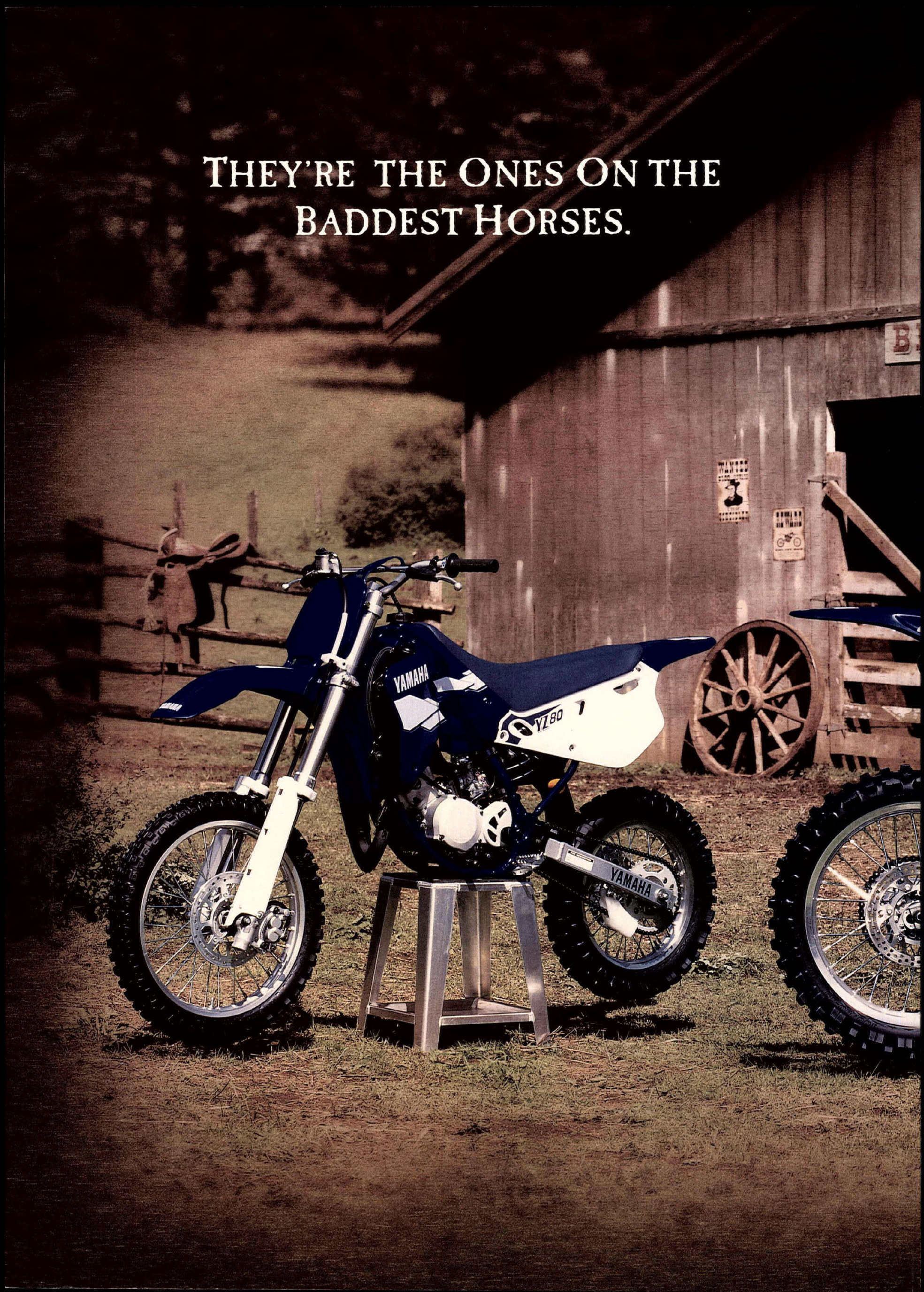
(Above) One of the more popular banquet guests was Jim Pomeroy - the first American to win a moto in World Championship Motocross.
(Left) Multi-time AMA Motocross National Champions Broc Glover and David Bailey hang out with Bailey's father, Gary - himself a noted racer, instructor and track builder.
(Below) Larry Maiers interviews the American World Champions from 1982 - Brad Lackey (center) and Danny LaPorte (right).

(Above) Former AMA 500cc National Motocross Champion Rick Burgett signed an old Yamaha tank that was later sold in an auction at the banquet. Event organizer Rick Doughty looks on.
(Right) Without a doubt, John DeSoto is Hawaii's most famous motocross export. DeSoto slipped on a bib that was later auctioned.
(Below) No one came to the banquet with more titles than current Suzuki motocross team manager Roger DeCoster. How does five-time 500cc World Champion sound?

(Right) Marty Moates was the first American to win the United States 500cc Grand Prix of Motocross. He did so in 1980 at Carlsbad Raceway in Southern California.

(Below) One of the younger ex-riders in attendance, Rick Johnson was the all-time leading AMA Supercross winner until Jeremy McGrath came along. In addition to his two AMA Supercross titles, Johnson also won five AMA National Motocross titles during his illustrious career.

(Right) DeCoster talks shop with Maiers and 1960 and 1961 European 250cc Motocross Champion Dave Bickers, who made the trip from England for the banquet. With no 250cc World MX Championship until 1963, being the European Champion in '60 and '61 was the equivalent of being World Champion.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immortality. In fact, once you get your s
So throw on your chaps and hop aboard
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Y Z 4

In its first year out of the stable, the YZ400F made
the Year. Cycle World Magazine's "Best Motocross
Nationals, courtesy of lawman Doug Henry. This ye
with a newly designed swingarm, rear hub, Excel rim
"works-style" suspension to provide an even more
with is a four-stroke, five-valve workhorse that's

Y Z

Whaddaya do when your mare wins the 1998 AMA
Yamaha, what you *don't* do is sit on your high horse a
to make it even better. For starters, we've completely
the crank and head, increasing the stroke, and even a
3-valve powervalve system that delivers, through a sm
powerband ever housed within a YZ250 frame. Ther
precise gear engagement. To top it all off, we shaved
added Excel rims and new Dunlop 739s. What you'

Y Z

Motocross Action Magazine's 1996, '97 and '98
Supercross Champion 1996, '97 and '98. Need w
we just can't seem to leave well enough alone.
reshaped the ports, sliced weight off the chassis,
swingarm and rear hub, while fine-tuning both fo
more powerful mount. And just when you thoug

Y Z

If you think winning shootouts is only for the big boys
just last year the YZ80 out-drew the competition
Motocross Action's "80cc Bike of the Year." Maybe
smooth-shifting six speed gearbox, class-leading brak
bred frame. Most likely, it was all of the above. So
wicked world of racing, the YZ80 is definitely the way

A H A Y Z s

to win in motocross. You also need the onder so many of the Ole West's (not to ndary lawmen grab the reins of just one taken last year's winningest mounts and d so wild, so quick, they're destined for ours in one, you won't ever wanna let go. a YZ80, 125, 250 or 400F. No matter ng the same place: the top of the podium.

O O F™

quite a ruckus: Dirt Rider Magazine's 1998 Bike of Bike" of 1998. Not to mention victories in AMA ear out, we've bred it to be even stronger and lighter, s and a larger rear brake disc. We've also refined the compliant stroke with better feel. What you're left destined to be copied, but never to be duplicated.

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250cc Supercross Championship? Well, if you're nd gloat. You get your butt in gear and figure out how re-tooled the engine from the cases up, redesigning dding a Powerjet carburetor. Next, we adopted a new oother, stronger clutch, the broadest, hardest hitting we added a new 3-bar shifting mechanism for more weight off the chassis from the rear hub forward and re left with is nothing short of the best YZ250 ever.

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Bike of the Year." AMA Western Regional 125cc e say more? 'Course not, but we will anyway 'cause That's why this year our championship breeders added Excel rims, new Dunlop 739s, plus a new rk and rear shock compliance for an even lighter, ht the bar couldn't possibly be raised any higher.

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Event/Series Name/# of Events Paid	Total Possible Purse
AMA Grand National Cross Country Series/10	$161,500
Black Jack Enduro Circuit/7	$28,350
E.C.E.A. Enduro Series/7	$44,660
F.T.R. Hare Scrambles/7	$46,760
Mid South Championship Hare Scrambles Series/7	$34,020
Missouri Hare Scrambles/7	$24,010
NETRA Hare Scrambles Series/7	$44,170
N.M.A. Off-Road Series/7	$33,110
Rocky Mountain Enduro Circuit/7	$44,170
SERA Enduro Series/7	$46,760
SETRA Enduro Series/7	$48,370
Texas Cross Country Racing Association/7	$56,980
Texas State Championship Enduro Circuit/7	$33,670

1998 or newer YZ/WR models are eligible. • Contingency will be paid to WARRANTY REGISTERED owner only. • Only U.S. models sold in the United States are eligible. • All Contingency certificates earned in 1999 must be redeemed by December 31, 1999. • In cases of multiple divisions of the same class, Yamaha will pay only one division as specified by promoter. • In cases of dual sanctioned events, rider will be paid for one event only. • Contingency will be paid on riders' best finish in one class only per registered machine per event. There will be no multiple class payouts at the same event for the same machine. • The Yamaha logo and original color plastic components must remain on all YZ/WR machines to be eligible for contingency. • There must be a minimum of 7 riders in a class to qualify for contingency. • Yamaha will pay contingency upon confirmation from promoter that rider competed on a properly qualified machine. • AMA professional SUPERCROSS and NATIONAL winners will be paid by check. All other winning riders will receive "YZ BUCKS" certificates, redeemable for parts and merchandise at participating Yamaha Dealers. • Program details subject to change.

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• MOTOCROSS •

Event/Series Name/# of Events Paid	Total Possible Purse
Alaska State Championship Series/7	$23,030
AMA Florida Winter Am Series/5	$81,125
AMA Amateur National Championship (Loretta Lynns)/1	$108,000
AMA National ArenaCross Series/10	$74,600
AMA District - 5 /5	$22,800
AMA District - 5 (PA State Championship)/6	$25,560
AMA District - 6/6	$27,360
AMA District - 7/6	$27,360
AMA District - 11/6	$25,560
AMA District - 14 (Spring Series)/6	$23,760
AMA District - 16 (Triplecross Series)/5	$16,800
AMA District - 18/6	$21,120
AMA District - 23/6	$28,320
AMA District - 34/6	$23,760
AMA Best of Georgia Championship MX Series/7	$29,330
AMA Texas/Oklahoma Fall Classic/5	$23,250
AMA Florida Gold Cup Series/5	$23,100
AMA Winter Olympics/3	$20,400
AMA Western National "4-Stroke" Series/10	$20,000
AMA 125cc Professional SX Series/16	$319,600
AMA 250cc Professional SX Series/16	$388,000
AMA 125cc Professional National Series/12	$239,700
AMA 250cc Professional National Series/12	$239,700
AMP Spring Series/5	$27,550
AMX North/South Championship Series/5	$24,750
California Winter Series (Assorted Events)/T.B.A.	$200,000
CMC Pac-West Series/5	$29,750
CMC Trans-Cal Series/6	$35,700
CRC Dunestown Series/5	$24,400
GFI Youth National/2	$6,760
GFI Fall Series/6	$34,260
GNC International Final/1	$17,550
GNC Texas Series/5	$26,600
GNC Good Time National/1	$10,000
Lake County Fair SX/2	$7,200
Lake Whitney Spring National/1	$10,000
Lemon Grove MX (Spring Series)/5	$18,750
Lone Star Spring Series/5	$25,100
Mammoth Mountain MX/1	$15,600
NEMA MX Series/10	$26,900
N.E.S.C. Championship Series/22	$160,160
NMA World Mini/1	$17,550
NMA Amateur National Championship (Ponca City)/1	$41,475
North East MX Classic Series/5	$23,950
Nuclear Series/5	$22,800
Oklahoma State Championship/5	$18,750
Pacific Northwest Championship/5	$27,400
PACE Off-Road Stadium Series/10	$12,000
S.R.A.C. (dbl. pts.)/10	$64,100
U.S. Eastern Pro-Am MX Spring Series/4	$17,040
Victory Sports Mega Series/10	$47,200
Victory Sports Carolina Ultra Series/10	$63,200
Wild West Nationals Series/6	$32,880
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Pocorobba invades Camp Coker

By Kirk Johnson

SOCIETY HILL, SC, OCT. 31-NOV. 1

Going into the final round of the AMA Fall Classic MX Series at Camp Coker, only a couple of points separated Yamaha-mounted Anthony Pocorobba and Kawasaki rider Doug Stone for the crown. When it was all over, Pocorobba used his sand-riding experience to his advantage and walked away with the day's win and the championship.

The many spectators lined the fences when the first moto of the 250cc Pros left the starting line, and it was Kingsport Suzuki's Jon Boruff who grabbed the holeshot. Close behind him were championship contenders Pocorobba and Stone. Tucked in behind those two were Yamaha-mounted Jason Thomas, Al Lane/Litz Racing/Team Moto Planet's Matt Walker, Suzuki rider Tim Hodock, and Charlotte Yamaha/Performance Friction/Acerbis' Chuck Shirley.

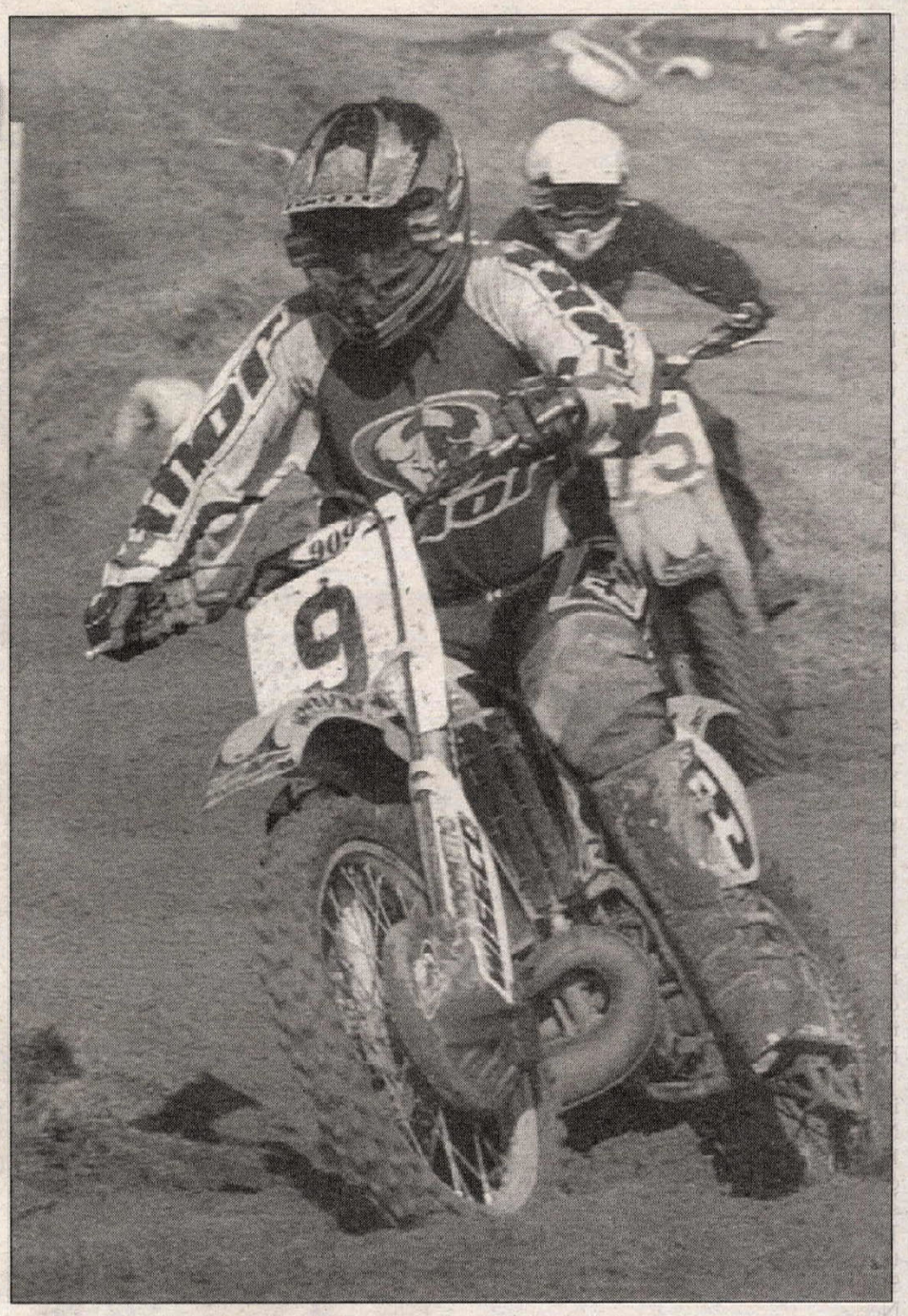
Going into lap two, Pocorobba made a move on Boruff and took over the lead. Not wanting to get caught up in a points race, Pocorobba quickly pulled out a strong lead over the rest of the field and would never be challenged.

Stone, meanwhile, was dropping off the pace a bit and started seeing his championship hopes slowly slip away. Walker moved up into the number-three position and set out after Boruff. Boruff, however, held off the hard-charging Yamaha rider until midmoto and then finally succumbed to the pressure from Walker's thundering YZ400.

Once into second, Walker tried to cut into the 12-second lead Pocorobba had built, but it was to no avail. The lead proved to be too much for Walker to overcome.

Boruff managed to hold on to the number-three position, while Stone worked his way back into fourth by the end of the moto. He solidified that spot when Thomas bobbled and dropped back. Yamaha rider Mark Burkhart worked his way into the top five after a midpack start. Burkhart spent the moto slowly advancing to the front.

Yamaha-mounted Todd Downs ran just outside the top five the entire moto, netting sixth at the checkers. Team Green Kawasaki's Jeff Gibson also gated poorly and eventually finished seventh. Shirley came home in eighth, with Jason Thomas recovering for ninth. Rounding out the top 10 was Michigan's Jason McDonald.



(Top) Anthony Pocorobba (9) leads Jon Boruff (75) in the first 250cc Pro-class race during Fall Classic MX Series action at Camp Coker. Pocorobba went on to win the race and wrap up the championship. (Left) Matt Walker was pushing for a win in the 250cc Pro class when his bike broke.

Pocorobba was now in control of his own destiny, and he would have to make a serious mistake to let Stone have a shot at the championship. Thomas grabbed the second-moto holeshot, with Pocorobba once again gating well in the number-two position. He was closely followed by Downs, McDonald, Yamaha rider Andy Anaya, Jered Black, Boruff, Gibson and Walker. Stone was well outside of the top 10, so a showdown between the title contenders never materialized.

Pocorobba took over the lead before the end of lap one and tried to pull another disappearing act. Thomas, however, had other plans and nagged the Suzuki rider throughout the moto. The rider on the move was Walker, who was quickly pushing his 400 to the front. Walker worked up to third by the middle of the moto, and then he slowly began to close on the two front-runners. But just after the crossed flags came out, Walker's day came to an abrupt halt when his bike lost the clutch basket, destroying the cases in the process.

The pace of the top three had carried them far away from the rest of the pack. At one point, Pocorobba and Thomas had more than 20 seconds on third after Walker dropped out. Thomas kept the Suzuki rider honest for the entire moto but was never able to mount a serious bid for the lead.

Gibson then inherited the number-three position from Walker after picking off riders from his eighth-place start. Stone, who got a terrible start, never gave up and slowly plugged his way to fourth place by the end of the moto. Burkhart was another slow starter. He hooked up with Stone, and the two riders freight-trained to the front. Black fell back to eighth at the middle of the moto but stayed on the gas and managed to work his way back to sixth.

McDonald, who gated fourth, made a few mistakes during the moto and slipped back to seventh. Downs maintained his third-place start for half of the moto, but a get-off later on meant that he would have to fight his way back into the top 10. Down's charge would end in eighth. Hodock and Boruff completed the top 10.

When the score sheets were tallied, Pocorobba took the overall and the series championship, and Stone grabbed second overall with consistent 4-4 finishes and scored runner-up honors in the series, as well. Taking the final podium position on the day was Gibson, with 7-3 finishes. CN

Camp Coker MX Park
Society Hill, South Carolina
Results: October 31-November 1, 1998
(Final round)

250 PRO: 1. Anthony Pocorobba Jr. (Suz); 2. Doug Stone (Kaw); 3. Jeff Gibson (Kaw); 4. Mark Burkhart (Yam); 5. Jason Thomas (Yam); 6. Jon Boruff (Suz); 7. Todd Downs (Yam); 8. Jason McDonald (Suz); 9. Chuck Shirley (Yam); 10. Matt Walker (Yam).

Pocorobba again

By Kirk Johnson

SOCIETY HILLS, SC, OCT. 31-NOV. 1

Yamaha-mounted Anthony Pocorobba and Husaberg's Kelly Smith came into the final round of the AMA Eastern Four-Stroke National MX Series at Camp Coker separated by only two points. The scenario was simple: Whoever finished ahead of the other would take the title.

When all was said and done, Pocorobba had ridden a smart, methodical race to claim his second title of the weekend.

Another close battle in the points race was for the number-three position, between Kevin Walker and Jim Neese. Walker had the advantage with a three-point edge on Neese.

Neese timed the gate perfectly in the first moto and put his Husqvarna 610 out in front, followed by Walker, Pocorobba, Jason Thomas, Mark Burkhart, Smith, Kirk Johnson, Donald Alford and Andy Anaya.

The other Walker, Kevin, was left sampling dirt in the first corner. Walker was up quickly but had a hard time starting his machine. His front-brake lever was also bent and he would spend the moto trying to gain as many positions as possible in hopes of securing third in the final points tally.

Up front, Matt Walker took the lead before the end of the first lap. Neese took full advantage of Kevin Walker's miscue and was running a strong second. Pocorobba and Thomas were keeping Matt Walker honest, never allowing him any breathing room.

Smith, meanwhile, was slowly working his way to the front. At this point, Neese started encountering problems. His exhaust pipe came loose and fell off, causing a severe power loss. At the same time, Smith made his move on Thomas, and all eyes were focused on the title contenders. Pocorobba and Smith took their battle past the limping Neese.

Matt Walker was busy stretching his lead over the pack, leaving Pocorobba and Smith to duke it out. Smith kept the pressure on Walker in hopes of forcing Pocorobba to make a mistake on the rough, sandy track, but Pocorobba managed to hold on to the checkers and extend his points lead heading into the final moto.

Thomas was also able to work his way past Neese, but this would be as far up as Thomas would get. The rest of the top 10 were fairly spread out, with Burkhart finishing sixth, Todd Downs seventh, Boruff eighth, Anaya ninth, and Alford 10th. Kevin Walker made it to 11th by the end of the moto, allowing Neese to take over third in the points standings with one moto left.

The title was now Pocorobba's to lose. All he had to do to wrap it all up was finish behind Smith. In the other points race, Neese held three points over Kevin Walker.

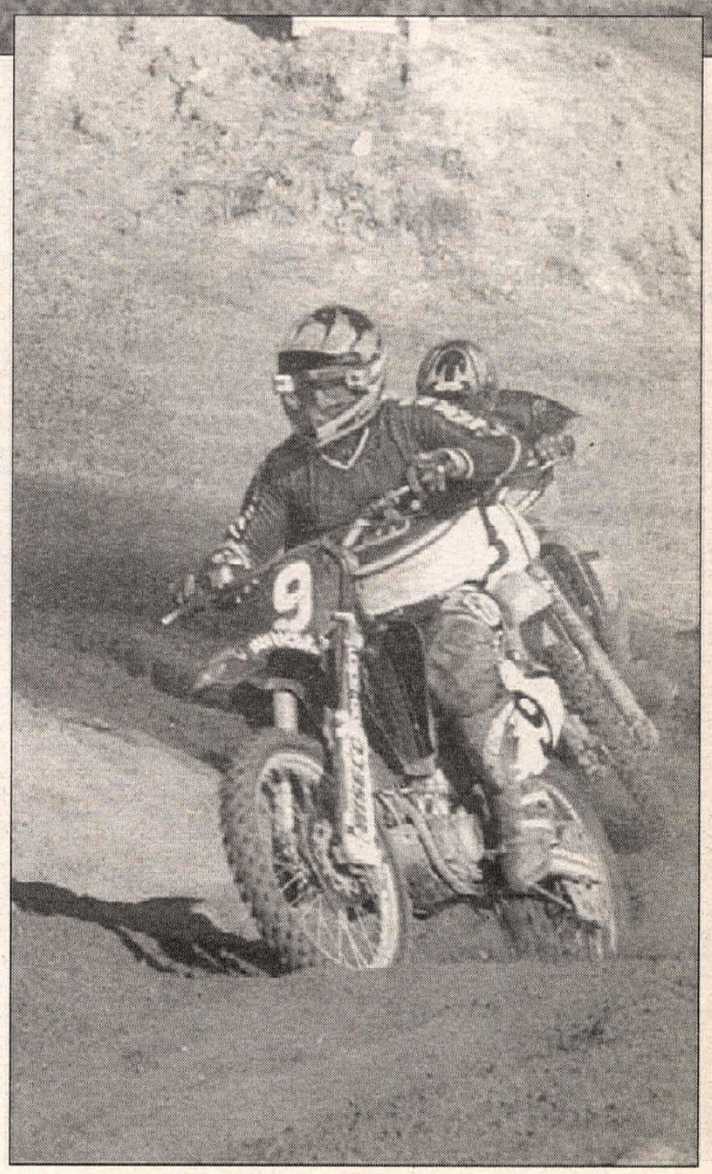
Walker nailed the holeshot in the second moto. Thomas was hot on his tail in second, followed by Smith, Pocorobba, Neese, Mark Smith, Lonnie Taylor, Alford, Downs and Boruff.

First-moto winner and possible spoiler Matt Walker was nowhere to be found, unable to start the race because of mechanical problems.

Walker was blazing out front on lap one, and it looked as though he would run away with the win, but a miscue on lap two saw Smith, Pocorobba and Thomas all slip by him. Smith was charging hard and trying to open up a gap on Pocorobba, but Pocorobba - not content in the number-two position - wanted to erase any doubts in anyone's mind as to who is the series champ. As the race reached the halfway point, Pocorobba saw his chance and made his move. This pass seemed to take the wind out of Kelly's sails, as he was unable to mount a serious charge for the lead again.

Meanwhile, Thomas had his hands full holding down the number-three position over Kevin Walker. If Walker could find a way around Thomas, he would garner enough points to take third place in the final point standings. However, Thomas held steady for third, with Walker securing fourth. Neese backed it down a notch and came home fifth. Downs took sixth, bettering his first-moto finish by one. Next across the finish line were Boruff, Anaya and Mark Smith.

Pocorobba took home the championship; his points total was 253, and Smith's was 246. Neese ended up third with 193, just one point ahead of Walker. CN



(Above) Kevin Walker (859) grabs the holeshot ahead of Kelly Smith (3) and Jim Neese (2) in the second moto of the Eastern Four-Stroke National. (Right) Pocorobba (9) and Smith fight for the lead in the second Four-Stroke moto. Pocorobba took the overall win and the title.

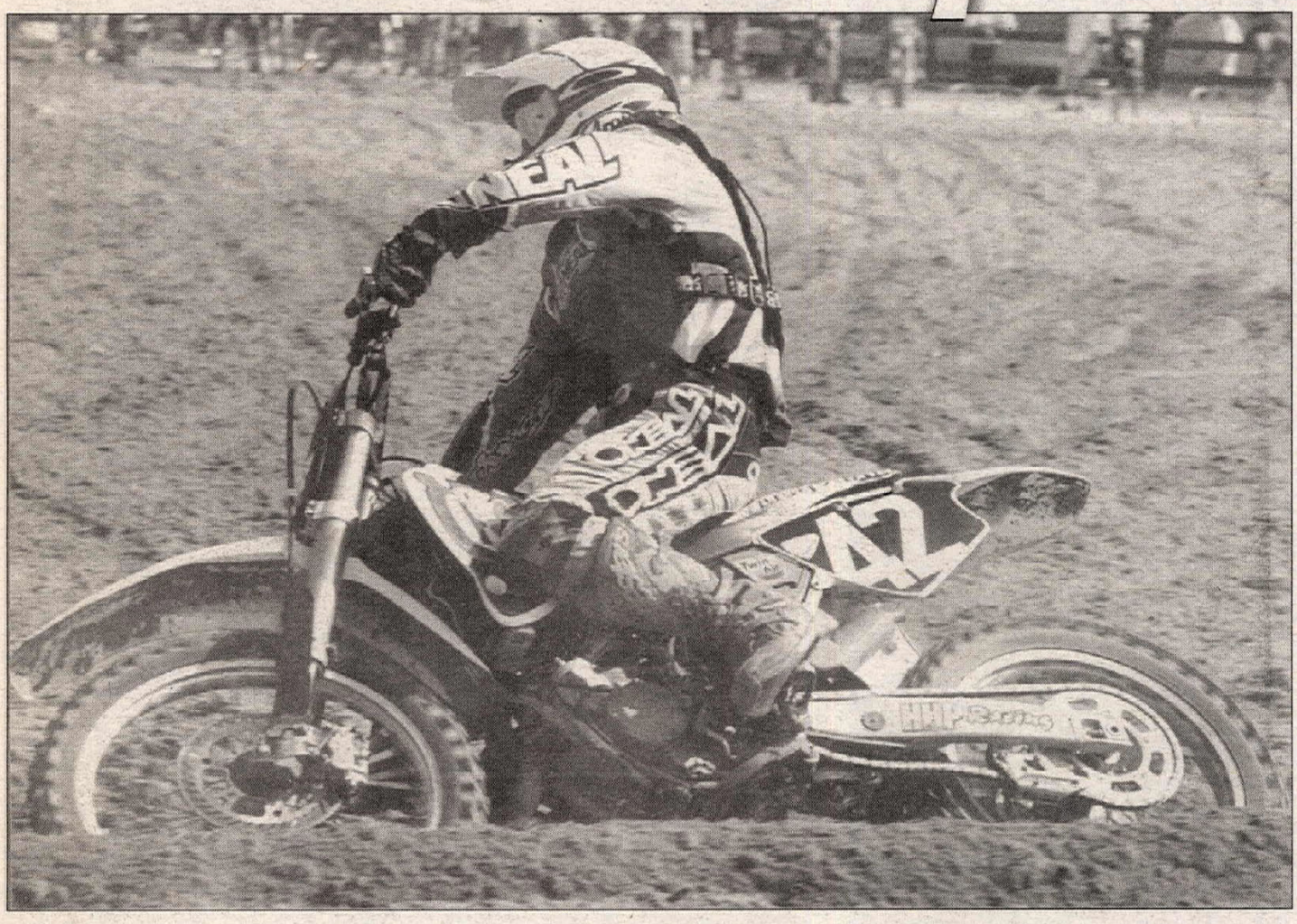
Camp Coker MX Park
Society Hills, South Carolina
Results: October 31-November 1, 1998
(Final round)

OA: 1. Anthony Pocorobba Jr. (Yam); 2. Kelly Smith (Hus); 3. Jason Thomas (Yam); 4. Jim Neese (Hus); 5. Todd Downs (Yam); 6. Kevin Walker (Yam); 7. Jon Bonier (Hus); 8. Andy Anaya (Yam); 9. Donald Alford (Yam); 10. Mark Burkhart (Yam).

AMA EASTERN FOUR-STROKE NATIONAL MX SERIES (Final round): 1. Anthony Pocorobba (253); 2. Kelly Smith (246); 3. Jim Neese (193); 4. Kevin Walker (192) 5. Todd Downs (171); 6. Andy Anaya (135); 7. Mark Burkhart (115); 8. Mark Smith (97); 9. Donald Alford (95); 10. Jon Boruff (88).

Final Round: Camp Coker MX Park

Gibson, McCoy rule



Neese leads the first 125cc Pro moto during the final round of the Winters/Amway Team Carolina Ultra Series. However, he lost out to Jeff Gibson.

By Kirk Johnson

SOCIETY HILL, SC, OCT. 31-NOV. 1

Kawasaki Team Green's Jeff Gibson and Suzuki-mounted Wesley McCoy came to the final round of the Winters/Amway Team Carolina Ultra Series on a mission to win, and both riders did just that. However, their wins did not come easily. More than 600 riders came out for the two-day event. Saturday was a District 29 race and served as a warmup for the next day's final round of the series.

On Sunday's final, Husqvarna's Jim Neese grabbed the holeshot in the first 125cc Pro moto. Tim Hodock held down second and was followed by Nathan Miller, Mark Wagner and Chuck Shirley. Neese quickly pulled out a slight lead over the rest of the competition.

Two riders on the move, recovering from bad starts, were Jeff Gibson and Kevin Walker. Both riders were quickly working their way to the front. Meanwhile, Hodock was under heavy pressure and could not hold off the advancing Gibson and Walker. Miller, meanwhile, crashed, as did Hodock.

At the midway point, the top five riders were Neese, Gibson, Walker, Shirley and Jason Thomas. Doug Stone was right there in sixth. As the race entered the final lap, it looked as though Neese would take the win, but in the final quarter-lap, Neese lost the front end and handed the lead to Gibson and second to Walker. Neese recovered in third, followed by Thomas, Stone and Shirley.

The second moto saw Robbie Horton snare the holeshot. Thomas, Gibson, Neese and Walker gave chase.

Thomas kept the pressure on Horton, while Neese was on the charge, slipping by Gibson for third. Horton kept up his torrid pace, and as the white flag flew, Thomas tried to turn up the heat and force a mistake - but it didn't work. Horton held steady for the win.

Thomas took second, with Neese third. Gibson held on for fourth, while Walker rounded out the top five.

Gibson took the overall win with his score of 1-4, Thomas second with 4-2, and Neese third with a 3-3.

The 250cc B class blasted off with Wes McCoy grabbing the early lead. Josh Capps, Paul Justus, David Dunbar and Ned Blackwelder were tucked in formation behind the Suzuki rider.

Capps and Justus were applying heavy pressure through lap one, and Capps made his move; then Justus zapped McCoy as well. Justus kept his sights set on the front, but as the riders entered the second lap, Justus took a hard get-off, knocking himself out of contention.

McCoy then slipped back into the runner-up position. Filling out the top five at this point were Jason Laplante, Darby Fowler and Dunbar. The rest of the moto was relatively uneventful. Capps went on to take the win. McCoy finished second, followed by Laplante, Fowler and Blackwelder, who had recovered from an early-moto fall.

Moto two saw McCoy with the hot hand once again. Blackwelder settled into second, followed by Capps, Justus and Fowler. McCoy established a quick pace; then Blackwelder made another early mistake and slipped out of the top five.

Justus and Capps then set out after McCoy. Justus, however, eventually dropped off the pace and left Capps to give chase. McCoy was up for the challenge and held on to take the win and the overall. Capps took home the runner-up honors. Fowler held off the constant pressure by Laplante and Blackwelder, who recovered for fifth.

McCoy then came back and scored another win in the Unlimited Amateur class. McCoy went wire to wire for both moto wins. CN

Camp Coker MX Park
Society Hill, South Carolina
Results: October 31-November 1, 1998

Saturday

50 SHAFT/JR: 1. Ian Baetlein (Yam).

50 (4-6): 1. McKinnon Welborn (Cob); 2. Preston Thomas (Cob); 3. Colton Tickle (Cob); 4. Ryan Smith (KTM); 5. Collen Cosby (Cob).

50 (7-8): 1. Zach Osborne (Cob); 2. Broc Tickle (Cob); 3. Sean Hackey (Cob); 4. Martin Smith (Cob); 5. Taylor Futrell (Cob).

60 (7-9): 1. Jake Griffis (Kaw); 2. Broc Tickle (Kaw); 3. Sean Hackey (Kaw); 4. Taylor Futrell (Kaw); 5. Clay Willett (Kaw).

60 (10-11): 1. Stephen Cooke (Kaw); 2. Kyle Clark (Kaw).

85 (12-13): 1. Donald McGourty (Yam); 2. Jason Langford (Yam); 3. Blake Hovis (Hon); 4. Ryan Burkett (Yam); 5. Micky Marshall (Yam).

85 (14-15): 1. Nicholas Vargo (Suz); 2. Ryan Chappell (Suz).

JR MINI: 1. Dustin Oates (Kaw); 2. Jake Griffis (Yam); 3. Travis Flowers (Kaw); 4. Eric Dudley (Kaw); 5. Joshua Schmitt (Kaw).

S/MINI: 1. Donald McGourty (Yam); 2. Micky Marshall (Yam); 3. Jason Langford (Yam); 4. Dustin Oates (Kaw); 5. Ryan Burkett (Yam).

SCHBY: 1. Doug Earls (Suz); 2. Thomas Kelley (Kaw); 3. Danny Smith (Suz); 4. Jinner Miller (Yam); 5. Aaron Stancil (Yam).

125 PRO: 1. Anthony Pocorobba (Suz); 2. Nathan Miller (KTM); 3. Troy Crisp (Suz); 4. Hans Neel (Hon); 5. Chris Withers (Kaw).

125 B: 1. Ben Riddle (Kaw); 2. Paul Justus (Suz); 3. Danny Smith (Suz); 4. Thomas Kelley (Kaw); 5. Doug Earls (Suz).

125 C: 1. Jackson Vick (Hon); 2. Anthony Griffis (Hon); 3. Corey King (Suz); 4. Casey Calhoun (Yam); 5. Jack Bethel (Kaw).

125 D: 1. J.J. Mathis (Yam); 2. Rusty Barnette (Yam); 3. Patrick Long (Kaw); 4. Sandy Loflin (Suz); 5. Wes Barnette (Yam).

250 PRO: 1. Kelly Smith (Hus); 2. Anthony Pocorobba (Suz); 3. Chuck Shirley (Yam); 4. Doug Stone (Kaw); 5. Troy Crisp (Suz).

250 B: 1. Joshua Capps (Kaw); 2. Paul Justus (Suz); 3. Darby Fowler (Suz); 4. Jason Laplante (Suz); 5. Joey Sly (Hon).

250 C: 1. Jason Vick (Hon); 2. John Guker (KTM); 3. Scott Spittle (Kaw); 4. Richard Dickson (Kaw); 5. Ryan Hankins (Yam).

250 D: 1. Jay Murphy (Hon); 2. Chad Popovich (Yam); 3. Ray Taylor (Kaw); 4. Ricky Alley (Kaw); 5. Kevin Green (Kaw).

25+ A: 1. Gaylon Dickson Jr. (Kaw); 2. Kent Rogerson (Yam); 3. Jon Buono (Hon); 4. Mark Smith (Yam); 5. Chris Withers (Kaw).

25+ B: 1. Russ Pickett (Hon); 2. Andrew Mitchell (Suz); 3. John Schafer (Yam); 4. Tom Moore (Yam).

25+ C: 1. William Lackey (Yam); 2. Randy Johns (Kaw); 3. Sean Chadwick (Kaw).

30+ A: 1. Gaylon Dickson Jr. (Kaw); 2. Chris Wagner (Yam); 3. Robert Thomas (Kaw).

30+ B: 1. Russ Pickett (Hon); 2. David Tucker (Suz); 3. John Schafer (Yam); 4. Billy Hamilton (Kaw).

30+ C: 1. Wilson Lewis (Kaw); 2. Ronald Weaver (Yam); 3. Michael Stroupe (Hon); 4. Daniel DeAngelo (Hon); 5. Jo Car (Kaw).

35+: 1. Thomas Perkins (Suz); 2. Larry Stephens (Kaw); 3. Roger Arnold (Suz); 4. Alex Croft (Suz); 5. Ricky Alley (Kaw).

40+: 1. Roger Arnold (Suz); 2. Stuart English (Hon); 3. Carl Vargo (Suz); 4. Rick Rikard (Suz); 5. Duke Finch (Yam).

4-STRK: 1. William Lackey (Yam); 2. Duke Finch (Yam); 3. Charles Parrish (Hus).

U/L AM: 1. Jason Laplante (Suz); 2. Daniel Tesh (Suz); 3. David Dunbar (Yam); 4. Justin Brooks (Yam).

U/L C/D: 1. Steven Durick (Kaw); 2. Scott Spittle (Kaw); 3. Jack Bethel (Kaw); 4. Tommy Latnan (Yam); 5. Thomas Turner (Suz).

Sunday

50 SHAFT JR: 1. Colton Tickle (Yam); 2. Ian Baetlein (Yam).

50 (4-6): 1. Madison Hambright (Cob); 2. McKinnon Welborn (Cob); 3. Bradley Bunch (Cob); 4. Ryan Smith (KTM); 5. Tyler Glance (Cob).

50 (7-8): 1. Zach Osborne (Cob); 2. Broc Tickle (Cob); 3. Sean Hackey (Cob); 4. Bubba Crosby (Cob); 5. D.J. Ellis (Cob).

60 (7-9): 1. Jake Griffis (Kaw); 2. Sean Hackey (Kaw); 3. Sawyer Barrow (Kaw); 4. Clay Willett (Kaw); 5. Broc Tickle (Kaw).

60 (10-11): 1. Joshua Schmitt (Kaw); 2. Chris Osborne (Kaw); 3. Kyle Clark (Kaw); 4. Stephen Cooke (Kaw); 5. Matthew Townsend (Kaw).

85 (12-13): 1. Donald McGourty (Yam); 2. Micky Marshall (Yam); 3. Matt Miller (Suz); 4. Jason Langford (Yam); 5. Blake Hovis (Hon).

85 (14-15): 1. Nicholas Vargo (Suz); 2. Chad Love (Suz); 3. Zachary Kutschenko (Suz); 4. Jason Wiley (Kaw); 5. Daniel Hurley (Kaw).

JR MINI: 1. Dustin Oates (Kaw); 2. Jake Griffis (Yam); 3. Travis Flowers (Kaw); 4. Cody Gosnell (Hon); 5. Eric Dudley (Kaw).

S/MINI: 1. Donald McGourty (Yam); 2. Micky Marshall (Yam); 3. Blake Hovis (Hon); 4. Jason Langford (Yam); 5. Ryan Burkett (Yam).

SCHBY: 1. Doug Earls (Suz); 2. Ben Riddle (Kaw); 3. Casey Barnes (Suz); 4. Adam Overcash (Suz); 5. Nicholas Warner (Suz).

125 PRO: 1. Jeff Gibson (Kaw); 2. Jason Thomas (Yam); 3. Jim Neese (Hus); 4. Kevin Walker (Yam); 5. Robbie Horton (Yam).

125 B: 1. Ben Riddle (Kaw); 2. Daniel Tesh (Suz); 3. Joshua Capps (Kaw); 4. Doug Earls (Suz); 5. Casey Barnes (Suz).

125 C: 1. Aaron Stancil (Yam); 2. Casey Calhoun (Yam); 3. Michael Suttles (Suz); 4. Siler Chapman (Suz); 5. Corey King (Suz).

250 B: 1. Wesley McCoy (Suz); 2. Joshua Capps (Kaw); 3. Darby Fowler (Suz); 4. Jason Laplante (Suz); 5. Ned Blackwelder (Suz).

250 C: 1. Brian Bishop (Hon); 2. David Bridges (Suz); 3. Scott Spittle (Kaw); 4. Joey Keller (Suz); 5. Richard Dickson (Kaw).

25+ A: 1. Kevin Walker (Yam); 2. Gaylon Dickson Jr. (Kaw); 3. Kirk Johnson (Yam); 4. Tim Hodock (Suz); 5. John Buono (Hon).

25+ B: 1. Frank Koenig Jr. (KTM); 2. Ned Blackwelder (Suz); 3. Jeff Mushala (Yam); 4. Larry Sparks (Suz); 5. Jimmy Pitcock (Suz).

25+ C: 1. William Lackey (Yam); 2. Wilson Lewis (Yaw); 3. Bryan Adams (Suz); 4. David Vaughn (Hon); 5. Robbie Cashwell (Hon).

30+ A: 1. Gaylon Dickson Jr. (Kaw); 2. Albert McCoy (Suz); 3. Donald Alford (Yam); 4. Chris Wagner (Yam); 5. Joel Baker (Suz).

30+ B: 1. Frank Koenig Jr. (KTM); 2. Larry Sparks (Suz); 3. Richard Thomas (Kaw); 4. Daniel Bell (Suz); 5. David Tucker (Suz).

30+ C: 1. Larry Stephens (Kaw); 2. Steve Chambers (Kaw); 3. Timothy Camp (Hon); 4. Keith Garland (Yam); 5. Waymon Autry (Suz).

35+: 1. James Sanchez (Suz); 2. Joel Baker (Suz); 3. Daniel Bell (Suz); 4. David Tucker (Suz); 5. Donnie Foster (Suz).

40+: 1. Roger Arnold (Suz); 2. Carl Vargo (Suz); 3. Keith Smith (Suz); 4. Stuart English (Hon); 5. Carl Neidlinger (Yam).

4-STRK: 1. David Dunbar (Yam); 2. William Lackey (Yam); 3. Keith Garland (Yam); 4. Charles Parrish (Hus); 5. Howard Maxey (Yam).

U/L AM: 1. Wesley McCoy (Suz); 2. Justin Brooks (Yam); 3. Eric Barnes (Suz); 4. Joshua Benfield (Kaw); 5. David Dunbar (Yam).

U/L C/D: 1. Jackson Vick (Hon); 2. John Guker (KTM); 3. Scott Spittle (Kaw); 4. Brian Bishop (Hon); 5. Johnny Campbell (Kaw).

NEW PRODUCTS

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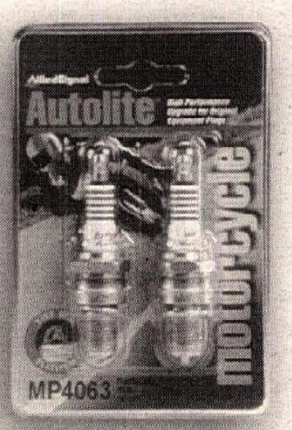
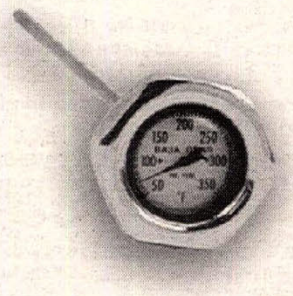
Most street bike owners have faced the challenge of trying to clean a motorcycle's wheels of brake dust, road grime and errant chain lube. To make this typically frustrating and time-consuming job easier, **Castrol** has introduced its **Motorcycle Wheel Cleaner**, a specially formulated spray-on/hose-off liquid that is designed to cut through all these enemies of beauty, but without harming the surface of the wheel, says Castrol. The 24-ounce spray bottle costs $4.29 and is available from local retailers. For the location of the nearest dealer, call 800/642-0174.



MOTOLITE?
Allied Signal's Automotive Products Group has developed a premium Autolite spark plug for motocycle and other small engines. The plug is equipped with a "fine wire" platinum electrode that is said to reduce fouling and require less voltage, which, the makers claim, leads to quick, consistent starts. For more information, contact your local retailer.



OIL DIP
Hot or not? Now you'll know, with the oil-temperature dipstick from White Brothers. The oil-temperature dipstick replaces the stock dipstick on Honda XR400R and 600R models, Suzuki DR250 and 350 models, as well as the YZ and WR400 four-strokes. For more information on the $38.95 dipstick, contact White Brothers, Dept. CN, 24845 Corbit Place, Yorba Linda, CA 92887, 714/692-3404. CN

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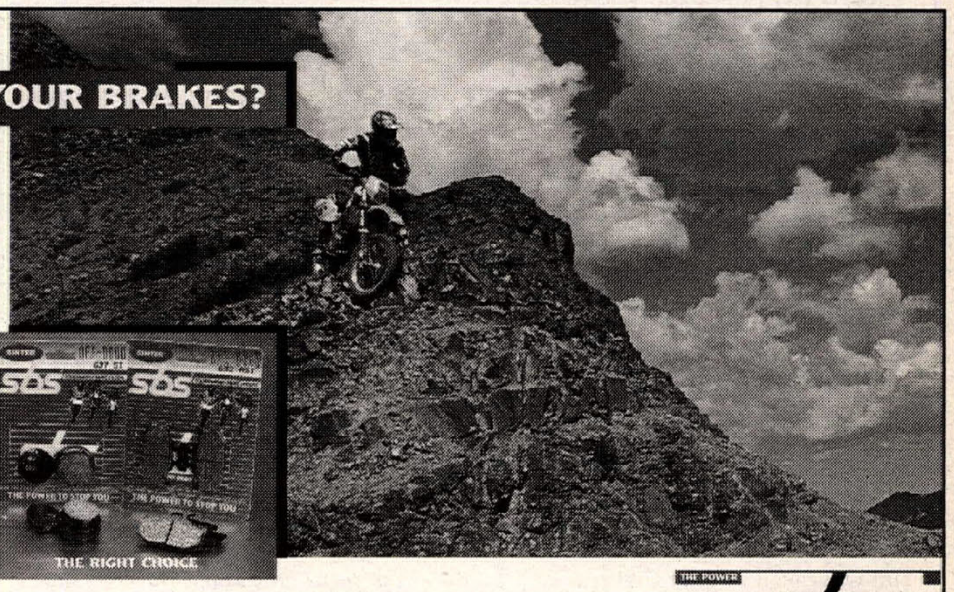

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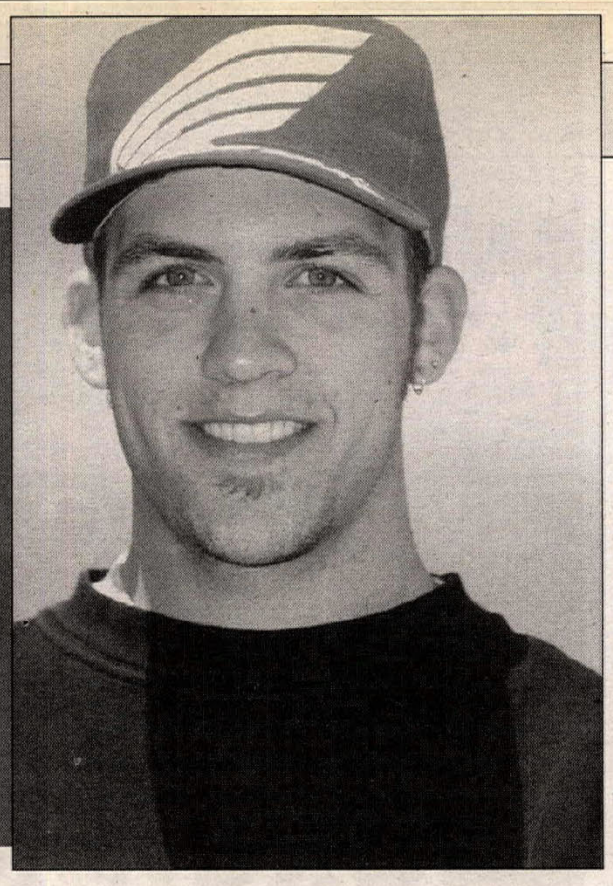
INTERVIEW **Matt Wait**

What's *next?*



By Darryl Flack
Photos by Gold & Goose

You know a rider has done well when his team runs down the pit lane to greet him. For the vanquished, it's usually a lonely turn into the open garage before the shutters are quickly drawn. As Matt Wait fought through the pit-lane crush that awaited Mick Doohan after the Australian clinched his fifth 500cc World Championship at Phillip Island, smiling members from Wait's TCC FSR squad parted the swelling throng so their charge could get through. His joy, like theirs, was palpable. He'd just beaten his first factory V-Four after running down and passing local Team Suzuki replacement rider Mark Willis, and he'd outqualified and outpointed Juan Borja's Shell Honda V-twin - an act he was to repeat at the final GP in Argentina.

Still, from his brilliant first test on the 1997 Honda NSR500V at Phillip Island in January to the other strange and new GP tracks that awaited him, it's been a difficult time for the 1996 AMA Harley-Davidson Super Twins Champion. To put it into perspective, for someone accustomed to thinking "top three" for all of his racing life, breaking into the top 15 in the toughest racing class in the world became an honorable objective. Not that it bothers him. And then there's the fact that his lifelong rivals Ben and Eric Bostrom were setting the AMA Championship alight while he struggled to get more than a few lines of ink, let alone a photograph of him astride his cobalt-blue FCC Honda in faraway Europe.

Talking at Phillip Island, Wait was happy for Ben and Eric - and happy for himself that he'd made a decision to go Grand Prix racing - to learn and to grow as a person and as a rider. At 22, he knows he has time. He also believes the GP experience will help him in his quest to make it to the top in AMA racing. Drinking from the poisoned chalice of 500cc GP racing didn't do any harm to Doug Chandler, Miguel DuHamel or Mat Mladin. With the chances of a competitive AMA seat in 1999 diminished, Wait more than likely will head back to Europe. For the likable Californian, it's a circuitous journey that he hopes will lead him back to winning the AMA Superbike Championship and then back to Grand Prix racing for a real crack at the World Championship.

Q You went well in your first test on the 500 V-twin at Phillip Island in January, but it's been a pretty hard year since then.

A It's been a good learning year for me in the 500s. I've definitely learned a lot, especially about setting the bike up - just the way the bike works all together. It's definitely going to be a big advantage for me next year, no matter what I do - Superbikes or 250s or whatever. I'm definitely going to know a lot more to get me closer to the front.

Q Have you been talking to any teams about next year?

A Just chit-chat - nothing serious. It's kinda waiting for the end of the season, and see what's open and what I can get, you know.

Q Do you think you'll be in Europe or back in the United States?

A I'd like to stay in Europe, but... I don't know how many opportunities there are in Europe. I'm happy with the team I have, as far as my first year of learning goes. But to be really competitive, you've gotta have a V-four. But, realistically, I'm not ready to try a V-four yet. It's hard to explain. If I got a good offer on a V-twin, I'd take it.

Q Do you like the team you're with at the moment?

A Yeah, I'm happy with the team. At first it wasn't as good as I thought because all the good mechanics from last year went with Nobu (1998 Team Suzuki rider Nobuatsu Aoki) or to the (the FCC TSR) 250 team. I got some new guys, so it was new for them as well as for me, and it just wasn't happening as quick as I would've liked. But now, everyone is learning a lot more, and we're gradually going up. I haven't seen us go down at all - we're hitting one plane where we've been staying, but now we're going up. As long as we can keep doing that, it'll be good for the last few races.

Q You've talked to the team about next year?

A No, I haven't. It looks like it's gonna come down right to the end. Whatever's open to me is what I'm going to take.

Q I've heard from inside the team that they've been happy with your performance since coming back from the break at Brno - that you haven't been crashing as much in practice.

A Yeah, well, the crashes had to do with the setup of the bike. I mean, we had a major front-end problem. I communicated to them (the team) that the forks were bottoming out and had tons of chatter. I finally told them to take the forks to Showa, that I wanted Showa to redo 'em. And when Showa did take them apart, they found out all the parts were old, all the parts were dirty. Now, since Showa redid my suspension, it's so nice that I'm not having the problems I did before. So, you know, maybe if they'd listened to me a little earlier, we may've been in the points a lot more.

Q Was it over the break that they fixed the forks?

A Yeah, I didn't get it fixed till Czecho.

Q That's when the team says you improved.

A Yeah, that's when I got 'em fixed.

Q That simple?

A Yeah. Their (the team's) main program is with the 250 (with FCC TSR star Haruchika Aoki), and I think I'm just kind of a side thing, so I have to really put pressure on them to get things changed.

Q When you came to Phillip Island for your first test, you went so well, and that was on a production bike; then you got onto a new bike. Is the new bike the same as the old bike?

A Basically, there's not a lot of difference - the engine is not much different. When I tested here last time, I think my times were faster. But if there was too much wind, we sat out for better conditions. But on a race weekend, we don't have that luxury.

Q What about the engine?

A It doesn't feel any faster than it was.

Q What about the handling? I saw it wobbling across the line.

A Yes, I hit that bump in the middle there. I only hit it once. The track conditions are more bumpier than they were the last time I was here. Now you really have to watch it in the tight right-hander over here (MG Corner). Also that uphill left-hander - there are so many more bumps now. I saw (Max) Biaggi going in there - it was like *kchh! kchh! kchh!* It feels like you're hitting a bunch of speed bumps.

Q Like dirt track?

A Yeah! You hesitate more than before. When I came here before, it was a lot smoother. You could go in there and have a little more confidence. Now, it's like, "What shall I do? 'Cause if I hold on, the front's going from the bottom, the front is going." I watched (Takeshi) Tsujimura going in, and his front started to bounce on the bumps and it just stopped, and that's exactly what happens. You get in there and with the bumps, the suspension is bouncing, going up and down, and one of the times you are just going to start sliding. You really have to say, "Do I want to stay upward or do I want to crash?" Also, when I came here testing, you're here for three days doing nothing but testing. You can go out and - with no pressure - you can follow a guy, and he'll give you a good tow. There wasn't as much wind as last time. So racing gets a little more different. You get a little bit more pressure. You don't want to crash the bike.

You've got to do so many laps in your time. So, from looking at what I did, it's not too bad. The race is a lot different than qualifying. A lot of times, a guy can go fast for one lap and get a good time in, but the race is 27 laps long and 40 minutes.

Q What about your fitness?

A My fitness is good. I haven't got any tiredness or fatigue. All my muscles are good. At the beginning of the year, when I started, I didn't have the strength to do it. My first race - it was at Suzuka - I felt good there. I was trying to get on that first lap but there was chaos in the hairpin and I got tangled up with that mess. Like, my first race was actually Malaysia, that actually I got there, full racing. I finished 12th. There were a lot of guys who crashed, but it felt good anyway. But I was so out of it after the race that I had to go to the doctor and get two IVs stuck in me because I was totally drained of fluid and so totally fatigued. But two races after that, I just felt that I didn't have the stamina. After those few races, I started training really hard - running, lifting weights. I could really tell the difference because I could run all the practices, all the qualifying. Come race day, I felt just great, you know, whereas before I felt so sore, my legs were so sore from using them so much, and my arms were tired. Come race day, man, I was tired already, before I'd even started. But now I feel totally good. It totally makes a difference if you train hard. It does you good, because you are going to be there at the end of the race. You're going to be as strong as you were at the beginning.

Q So what goals did you set for this year, and did you achieve them?

A Well, coming from the AMA, you don't know what GPs are even about until you get here. I thought it's not going to be that much harder than AMA. I shot my goal for the top 10, but now I'm like laughing because, like, the top 10 - that's awesome. Realistically, to be in the top 10, you have to have done it before. Counting the Modenases, there are 16 V-fours and V-threes. Even if all those finish, one is not going to get points, and then you've got eight or nine V-twins. So, it's tough, you know. It's good if you can beat most of the V-twins.

Q Have you beaten Garry McCoy and Juan Borja enough?

A I've beat them a few times, but not enough. It's not having the confidence in my front end at the beginning. Now I have the confidence that I can beat them. I outqualified Borja, so I can beat him in the race. So that is an improvement for me because before, I wasn't able to beat Borja fair and square. I mean, he'd be in front of me and he'd crash. So I'd beat him, obviously, but just racing, I can't beat him. For some

reason, the handling of the Michelin tires with the V-twin seems to be a little bit better. It's a little smaller-profile tire, so the bike seems to hold a line a lot better with the Michelin. So it's been really good, and we've been working them really hard and I think a lot of crashes have been saved because I'm on Dunlops. The rear is a lot more controllable. I've seen a lot of guys on Michelins - as soon as it steps out, they're all over the handlebars. So I think in another aspect, the Dunlops have saved me a few times because it's so comfortable in its line. But my goal was not changed by that. Obviously, it's not even in sight. It's not realistic to get top 10. So right now I'm 20th (overall) and I hope by the end of the year I can get 18th at least.

Q Is there a battle within a battle among the V-twin riders?

A Sure. It can be pretty fierce, but it's been good racing and very clean racing among the V-twin guys. If somebody's coming through, the guy in front will always give some room, so it's been hard but fair. I hang out with Scott Smart a little bit after the races. He's a good guy, just like Jurgen (van den Goorbergh) and McCoy and Borja. It's kinda like a little club.

Q When you reflect back on the year, do you think about what Ben and Eric Bostrom have done in the States? Any regrets at all about going to Europe when those guys are going so well?

A The only thing I regret is that after the '96 season, when I won the Harley Championship, I had offers from a few factory teams in the States to do Superbikes and I chose to go with the (Honda) B program. What I did, I did, and I can't go back now. But no, I don't regret coming to Europe, because I've learned so much this year that I have to say that if I did go back and got a ride on Superbikes, I'd be one step ahead. We'll see what happens, and hopefully I'll get that ride and go prove myself again in the States. Because that's what I really want to do. I want to go back and prove that I can win.

Q You want to do that?

A I want to win the AMA Superbike Championship.

Q So, you're having talks with teams?

A I've called but haven't really talked with anybody yet. Right now, I don't have anything in the works.

Q What about World Superbikes or World Supersport?

A It's like GP. You've got to know somebody or you have to prove yourself in your own championship, so I'd have to win the AMA Superbike Championship to get noticed to go to World Superbike - like Australians would have to take the Australian Championship. So right now, while I'm still young, I want to get back into the U.S., I think. I've taken this year to go to GP and I've learned a lot. Now I want to go back to the U.S. to try and win that championship and then, hey, we'll see what happens after that. Everyone knows me now at GP, and so I think if I went back and got on a Superbike, I have a lot more opportunities after that. It's hard to prove yourself on a V-twin. You can come here and gain all the experience, but it's hard to prove yourself to get a V-four ride.

Q You've said several times that you've learned a lot this year. What things have you learned and what have been the most important?

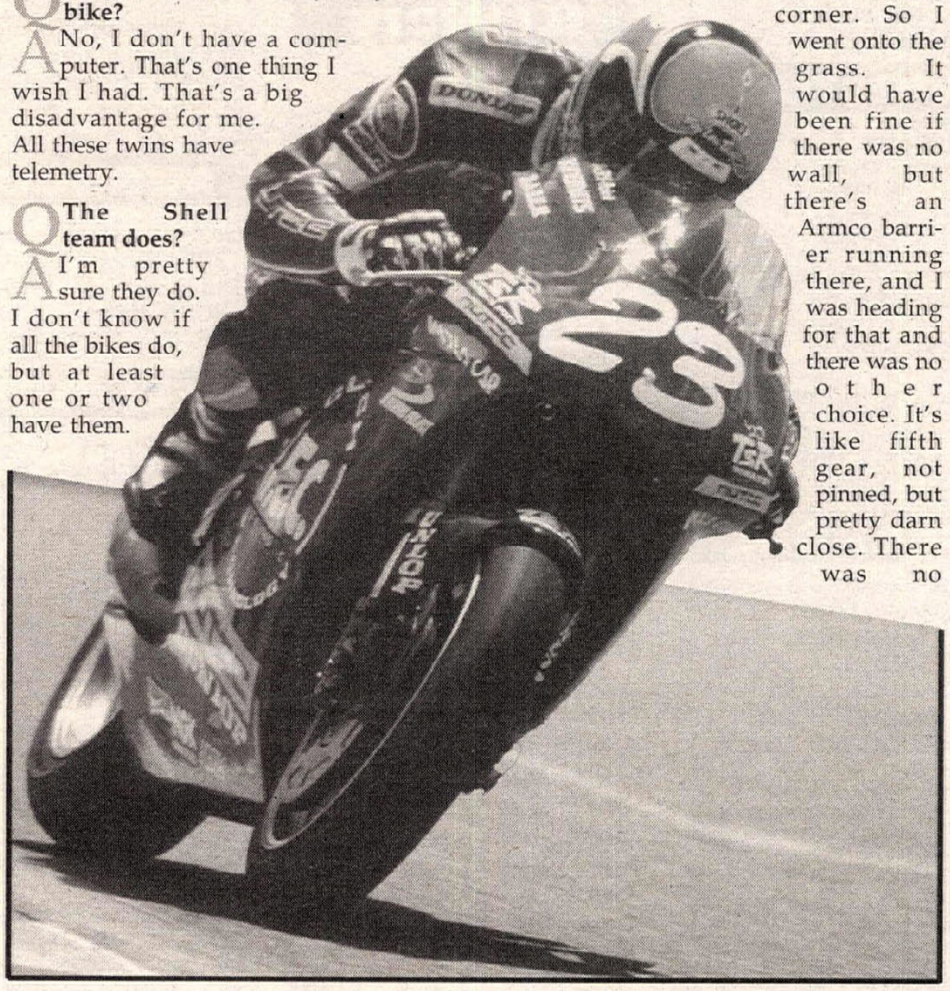
A The most important thing is how to know when the bike is 3mm off on a setting or in anything - you can just tell. If the ride height's a little high in the rear and if it's making the front too heavy, you go into a corner and the front tucks in or you have too much compression in the rear, or not enough. Things that I didn't have any clue about last year. We didn't change the jetting from the morning until the afternoon on the 250 last year. Now we change it every time I come in.

Q Do you have telemetry on your bike?

A No, I don't have a computer. That's one thing I wish I had. That's a big disadvantage for me. All these twins have telemetry.

Q The Shell team does?

A I'm pretty sure they do. I don't know if all the bikes do, but at least one or two have them.



Yeah, it makes it totally quicker to get your bike's settings.

Q What about tire selection?

A The front was kind of tough there for a while; I wasn't getting the right wheels I needed. After I talked to them for a while, I finally got a wheel. I was running 3.75-inch front wheel. But on the track, the V-twin is too hard to turn on the 3.75. The 3.5 is a little narrower and allows better cornering. The only difference is, you don't have as much rubber on the ground on the front. So if you can't find a good setup for your bike, then the 3.75 is a little bit better because it has more contact patch. But if you have a good setting, you need to get through the corners good, you run the 3.5. I didn't have a 3.5 until after half the season, and once I put that on, then I did better.

Q Have you been hurt this year, with all the crashes you've had?

A Actually, I've only crashed once in a race.

Q What about in practice?

A In practice, I've crashed a few times.

Q There was a big one somewhere?

A Yeah, in Assen. It was windy like this. It had been calm and when I went to qualify, the clouds started coming in and big gusts of wind were coming and I was going through one of the fastest left-handers on the course and I was taking...

Q The back straight?

A Yeah, you go down the back straight and you get to that left-hander before the chicane. I took a little bit wider line because I wanted to square off the corner. When I took that wider line, when I went to turn back in, the wind went underneath the bike and lifted the bike, so there was no way I could make the corner. So I went onto the grass. It would have been fine if there was no wall, but there's an Armco barrier running there, and I was heading for that and there was no other choice. It's like fifth gear, not pinned, but pretty darn close. There was no other alternative but to put it down. And when I did that, it tore one of the ligaments - I don't know if it's a tendon or a ligament; you have two that cross in front of your knee - and I ripped one of those pretty bad, so basically it felt like my knee was just Jell-O. What they said was that my knee popped out and back in and that ripped the tendons. Anyway, I still raced and got 13th. It's just now that it's starting to feel good. Even yesterday, in the first qualifying session, I went to put pressure on it and it popped, so it's still not healed up all the way.

Q Are you running on it?

A Yeah, I'm running on it. The doctor said not to run on it for a while. He said eventually to start running on it because you need to build it up. I'd say it's about 90 percent by now. I don't know if it will ever be 100 percent again unless I get it operated on.

I'm gonna see Dr. (Arthur) Ting next week because my brother's gotta go there for his surgery. I'll have him check it out and get an opinion. But, yeah, that's the only real injury I've had. (Dr. Ting consequently advised against an immediate operation because the total rehabilitation would take up to six months.)

Q Has Ben Bostrom's success surprised you?

A Not really. I think Ben's done a good job - for being smart, and putting himself in a good position for the championship. I'm happy for Ben, and Eric, too. I mean, he's definitely really smooth and consistent as well.

Q Eric?

A Yeah, I think Eric's a little smoother than Ben, but they're both good riders. I've raced against them all my life.

Q Will you be racing against them next year?

A I don't now about next year yet. But I'd like to go back and prove what I can do.

Q Do want to go back to Europe eventually?

A Oh, yeah. Well, I'd like to, but I don't know how Europe's looking, you know. I don't know how long 500s will be around. If I can go back to the U.S. and prove what I want to do, then sure, I'd like to come back to the GPs. I like just to ride, but I like to travel, I like the people, I like the atmosphere.

Q Where have you been based in Europe?

A In the south of France, near St. Tropez, in a little town called Hyeres.

Q Did you have a motocross bike at your disposal in Europe?

A No. I wish I did. I love motocross. I mainly ran and rode my bicycle - that's basically all I could do, as well as swimming. I surfed a few times. I kinda wished I'd lived in Spain this year, because then I could've gone and ridden at Kenny's (Roberts) ranch. It always helps to ride during the week. It always helped me when I was in the States. You do the national on the weekend, then during the week, you ride your motocross bike or dirt track bike - it totally helps for the next race, because you stay tuned all week. There's no off time. There was one time when we had a three-week break - that's like an eternity when you're used to racing every week. That was like summer vacation. You can come back, and you don't remember anything - well, you remember, but that's too long.

Q How did you cope with living in Europe?

A I love the food in any country. I learned a lot of French, but their grammar is kind of opposite to English - like you say "car red" instead of "red car" - so that was kinda difficult to do that. Asking directions and where to go wasn't a problem.

Q Have you got a girlfriend?

A Yeah, she's in France. She's great - she's an athlete, she's good for me. I can talk to her about training, so it's worked out good.

Q Was motivation a problem given the long breaks between some of the races?

A No. During the breaks, I kept motivated, I kept training, and, yeah, I was totally focused all year.

Q And you want to go back to AMA racing?

A I definitely want to do it for my American friends and fans, but also I think it means something for a rider to win his own championship and then take on the world after that. CN

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RM125

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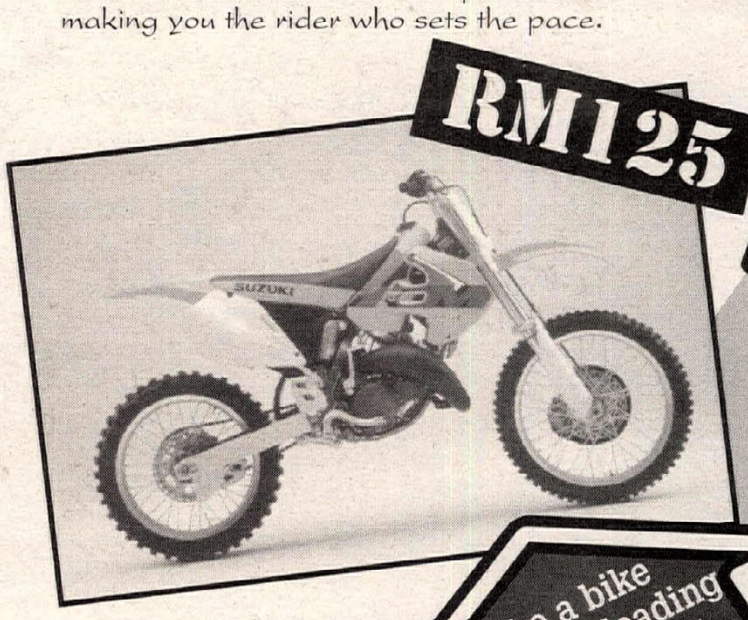
With its 1999 engine modified to gain revs more quickly, the RM250 combines smooth, controllable power delivery with potent acceleration.



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RM80

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At Suzuki we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. The RM series motorcycles are for closed-course competition use and related practices only.

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RM250

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With the new RM250, you'll find yourself opening up enough of a gap to break a smile and throw some style into your last lap!

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Round 13: Houston Raceway Park

Smith catches a break

(Above) John Smith rode his Anoka-Ramsey Suzuki GSX-R to his first win in more than a year with a 7.32-to-7.43 victory over Greg Underdahl's NCN Suzuki in the final round.
(Left) Matt Hines didn't win the Super Nationals, but he didn't walk away empty-handed, either. Hines clinched his second straight $30,000 Winston Pro Stock Bike championship by merely qualifying for the Houston race.

By Kevin McKenna

HOUSTON, TX, OCT. 30-NOV. 1

For the first time in more than a year, neither Matt Hines nor Angelle Seeling won an NHRA Winston Drag Racing Series Pro Stock Bike event.

Hines, the reigning class champ and winner of nine of the season's first 12 races, and Seeling, who has won everything that Hines hasn't in 1999, were nowhere to be found when the final round of the Matco Tools Super Nationals was run nearly 24 hours later than scheduled due to heavy rains. Seeling took herself out of action in round one after a foul start against Geno Scali, and Hines followed a round later with a red-light of his own against Greg Underdahl, who went on to the final round to face his friend and Minnesota neighbor John Smith, who recorded his first win since the 1997 Sears Craftsman Nationals in St. Louis last July.

"I don't want anyone to think that the only reason we won was because Matt and Angelle went out early," said Smith, who won his fourth career title with a 7.32-7.43 win over Underdahl. "We want to prove that we're as good as either of them, and this weekend, I think we showed that we can be. We ran good on every pass, and I don't have any reason to think that we couldn't have beat either one of them if we had the chance."

Indeed, Smith's win should hardly come as a surprise to anyone who follows the Pro Stock Bike class. The former Rookie of the Year has finished in the top five in the points standings every year since 1992, and his Anoka-Ramsey Sport Center-backed Suzuki is one of just three bikes to record an elapsed time in the 7.2-second zone this year. Smith had opportunities to win races earlier in the season, but a variety of problems prevented him from advancing past the semifinals.

"We've had parts breakage, we've made bad tuning calls, we've had bad luck, and believe it or not, we've actually lost a few races because of operator error," Smith joked. "Matt and Angelle are still the leaders as far as performance goes, but the gap is closing. There are probably five or six bikes that are capable of winning right now. I'm just glad that ours is one of them."

Throughout four qualifying runs and four elimination rounds in Houston, Smith made just one run slower than 7.35 seconds, and in eliminations he had the quickest bike in each round, with a 7.34 win over Craig Treble in round one, a close 7.33-7.36 win over Antron Brown's Team 23 Suzuki in round two, and a 7.34 in the semis opposite Steve Johnson.

"I think we could have run in the 7.20s this weekend, but we never got in a position where we had to lean on the bike that hard," Smith said. "We were making clean, consistent runs all weekend, and the bike was very easy to ride, so my crew chief, Dave Harlander, decided to stick with a combination that we knew would work rather than take a gamble."

Though Hines failed to win for the third straight race, he didn't walk away from Houston empty-handed, as he clinched his second-straight Winston Pro Stock Bike crown and the $30,000 bonus that accompanies it. Hines needed only to qualify for the 16-bike field to make it official, and when he ran a track-record 7.26 on Friday, his spot in the field was secure.

"It's nice to clinch the championship, but I wanted to win the race, too," Hines said. "I don't know why I red-lighted. At first, I thought the bike might have rolled backward out of the staging beams, but I don't think that was the problem. I just lost my concentration. The good thing is that I'm good friends with John Smith and Greg Underdahl, and they both run Vance & Hines engines, so I couldn't lose either way."

The early demise of Hines and Seeling also opened the door for Hector Arana and Steve Johnson to advance to the semifinal round. Both racers struggled early in the season, but Johnson has been one of the most consistent racers on the tour since advancing to the semifinals of the U.S. Nationals in September, and Arana was ticketed for his first final-round appearance in more than a year against Underdahl, until his Lucas Oil Products-backed Suzuki GSX-R suffered a rare mechanical failure in the semis.

"I was way ahead and I was going to beat Greg, and then a carburetor fell off," said Arana, who coasted to an 11-second e.t. as Underdahl rolled to a 7.47 to make it to his second final round of the year. "We had the same problem during one of our qualifying runs, but we thought we had it fixed. It's a shame, but after the way we've struggled, I'm happy just to win a couple of rounds."

Underdahl, who all but locked up the fourth spot in the points standings when he reached the final round, likely could have given Smith more of a battle in the final round, but the second-year rider had trouble getting through the crosswind that blew in the last couple of rounds.

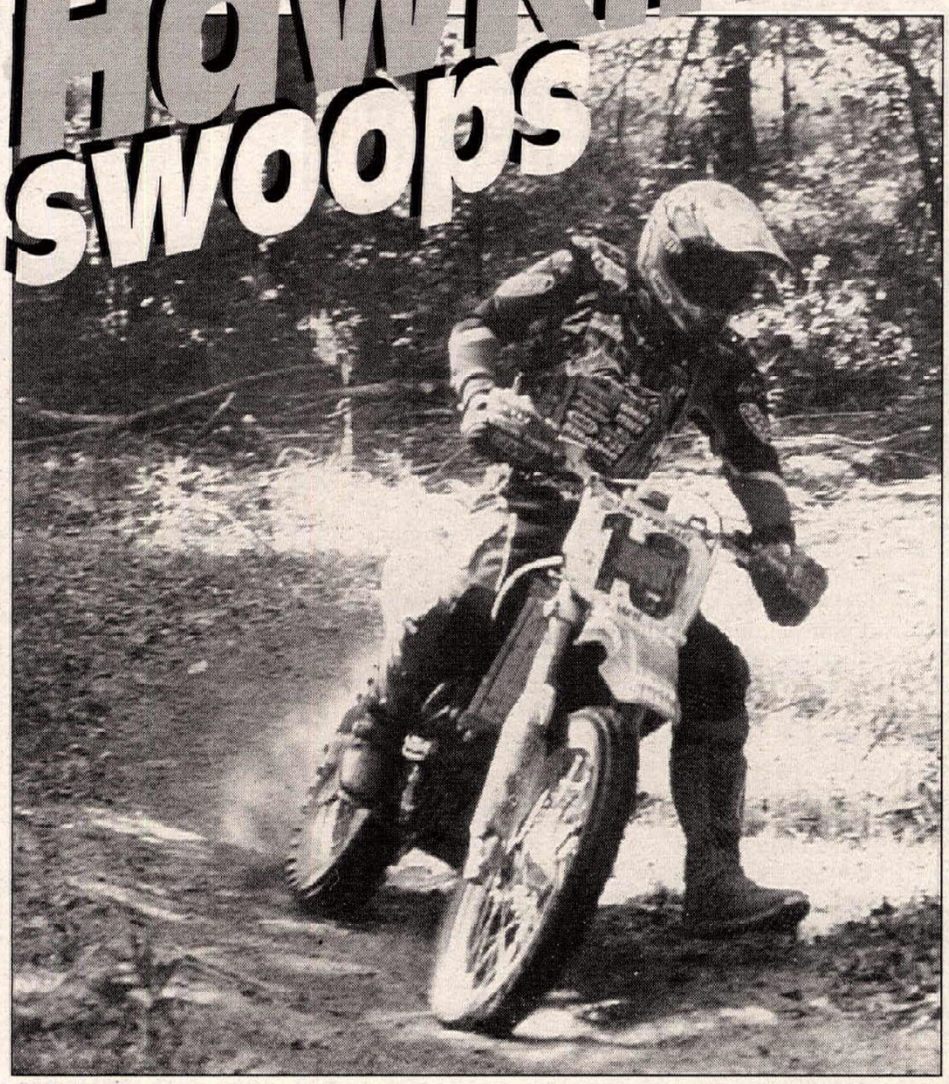
"We have the power to run with Johnny (Smith) and we could have given him more of a race, but the crosswind really gave me fits," Underdahl said. "We tried everything we could think of to get through it cleanly, but we didn't figure it out in time. It's frustrating to lose, but the way we've been running, I know it's just a matter of time before we win one of these." CN

Houston Raceway Park
Houston, Texas
Results: October 30-November 1 (Round 13 of 14)

PRO STOCK FINAL: 1. John Smith (Suz) 7.32/185.45; 2. Greg Underdahl (Suz) 7.43/180.54

Upcoming Round:
Round 14 - Pomona, California, November 12-15

Hawkins swoops



(Left) Randy Hawkins led for the better part of the five-lap Aonia Pass Hare Scrambles to take the win.
(Below) Franklin Ramey III finished second, 30 seconds behind Hawkins.

By Kenneth King

WASHINGTON, GA, OCT. 18

Once again, Randy Hawkins piloted his Yamaha 400 into the winner's circle at a SETRA event. This time he found success at the SETRA/MSR Aonia Pass Hare Scrambles.

The Team Yamaha rider led three laps of the five-lap race, finishing 30 seconds ahead of runner-up Franklin Ramey III.

"It was a fun race, the course was good, and the other SETRA riders rode well," Hawkins said. "It was a little dusty, but fun."

SETRA Enduro champ Franklin Ramey III had a good ride on his Gas Gas, but he wasn't able to make the pass on Hawkins. He would settle for runner-up honors.

"I got a third- or fourth-place start, behind Rod (Stuckey) and Tommy (Veator)," Ramey said. "I just tried to get around them as best as I could in all the dust. Randy caught me on the third lap, and I just hung behind him. Finishing second behind someone as fast as Randy - I can't be too disappointed in that."

Team Green rider Tommy Veator is having one of his best seasons ever thus far, with a third-overall finish.

"I had a good race," Veator said. "It was dusty, but a whole lot of fun. I really liked the MX track; it was a good course."

Rounding out the top five were KTM's Jason Chancey and Team Green's Ashley Brewer.

Chancey is not normally known as a hare scrambles rider, but he has been riding this season to help with his performance in the enduro series.

The race was held at the Aonia Pass motocross facility in Washington, Georgia, just a few miles from Augusta. The MX track was incorporated into the 10-mile hare scrambles loop. It was on the tight side, with stretches of pasture to give passing room.

The AA class was comprised of 10 riders; it was the largest contingent of AA riders this season.

When the green flag dropped, it was Kawasaki-mounted Rod Stuckey getting the holeshot, followed by Veator, KTM's Doug Masencup and Ramey. It was very dusty on the MX track, and the first few riders jumped ahead of the others. Stuckey sailed over the large double jumps and pulled a lead of a few bike lengths as the pack headed into the woods. Veator held on to second place. Masencup and Ramey were in hot pursuit, not too far behind. Neither Hawkins nor Brewer had the best of starts, and as a result they both had to battle the dust.

"I didn't get the greatest start, and I thought there was no need to try and jump in all the dust," Hawkins said. "The track is 10 miles long, so I knew I would have plenty of time to catch up."

Brewer made it off the MX track, but as the course led the riders into the woods, he crashed.

"There was a ditch that I was going to jump, and when I jumped, my fork leg clipped something and I busted it bad," Ashley said. "I went over the bars, and it pushed my Bark Buster up. I got behind and had a lot of catching up to do."

When the pack came through the scoring barrels for the first time, Stuckey was leading the way, completing the lap in 27 minutes and 33 seconds. Next came Ramey, three seconds behind.

Hawkins came around in third, about 20 second back. The remaining running order was as follows: Veator, Chancey, Husaberg's Michael Grizzle, former SETRA Hare Scrambles champ Steven Smith, Masencup and Brewer.

On lap two, Ramey made it around both Stuckey and Veator and started to crank it up.

"I knew I had a pretty good lead and that it was going to be tough for them to catch up to me because of the dust," Ramey said.

"Wild man Ramey caught me and passed me in nothing but dust," Veator said. "You couldn't see anything. He had more nerve than me today."

When the riders came through the scoring barrels for the second time, it was Ramey first, stopping the clocks at 52:25. He was followed by Hawkins, with a 52:33.

"It was dusty, so I didn't take chances," Hawkins said. "I just tried to work my way towards the front."

Veator was close behind in third, coming in at 53:08; then came Stuckey with a 53:22.

On the third lap, Hawkins got by Ramey for the lead, but Ramey stayed on Hawkins' rear fender.

"When Randy passed me, he was going a good pace, so I just stayed behind him," Ramey said. "I haven't been feeling well, and I was going as fast as I wanted to go."

Veator was still hanging in there in third after having gotten around Stuckey earlier in the lap.

Chancey, however, came up and passed Stuckey, and when they came through the scoring barrels for the third time, it was Hawkins leading the way with a total time of 1:17:38. Ramey was next with a 1:17:39; Veator was third with a 1:18:13; and Chancey was fourth with a 1:18:29.

Stuckey was still holding on with a 1:18:58.

By lap four, the running order had been established. Hawkins was putting some time between himself and Ramey as the race wore on. Veator was 48 seconds behind Ramey, and Chancey was less than a minute behind Veator. Brewer was still in the back but was making good time.

By now, lapped riders were figuring into the equation, especially with the dust they were creating.

"I pretty much rode the first half of the race by myself," Brewer said. "On the fourth lap, I caught Stuckey and Masencup, then Steven Smith, and finally Michael Grizzle. I knew I was close to the front, but we only had one lap to go."

On the fifth and final lap, Hawkins maintained his blistering pace. He came into the barrels for the last time with 2:07:45. Ramey finished relatively close behind Hawkins with a 2:08:35. Veator wasn't too far back, either, finishing out with a time of 2:09:09. Chancey had a good run with his fourth-place finish. It wasn't as high as he wanted, but not bad for someone who doesn't normally race hare scrambles.

Brewer was the rider who made the most time, coming from a dead-last start to within a couple of minutes of Hawkins by race's end.

As it stands now, Hawkins leads the series with two wins out of three races.

"I'm hoping to race as many SETRA races as my schedule allows," Hawkins said. "I love racing these events." CN

SETRA Aonia Pass HS
Washington, Georgia
Results: October 18, 1998

O/A: Randy Hawkins.
AA: 1. Franklin Ramey III; 2. Tommy Veator; 3. Jason Chancey.
OPEN A: 1. Jeff Vegley; 2. Mitch McRee; 3. Steve Hardeman.
250 A: 1. Lee Stephens; 2. Mark Lee; 3. Jeff Collins.
200 A: 1. Mark Thompson; 2. Chris McDonald; 3. Rob Sevenpiper.
SR A: 1. Terry Hughes; 2. Arty Spencer; 3. Richard Hicks.
S/SR A: 1. Robert Neeley; 2. Steve Johnson; 3. Frank Nelson.
MSTR A: 1. Jim Ford; 2. Johnny Able; 3. Lloyd Widener.
OPEN B: 1. Eric Rentscheter; 2. Shannon Moore; 3. Lon Buysman.
250 B: 1. Rod Guarnett; 2. Robert Blalock; 3. Trey Yonce.
200 B: 1. Tim King; 2. Jay Lagroon; 3. Wilson Cagle.
4-STRK B: 1. Don Dutson; 2. Joe Bradshaw; 3. Mike Brillianti.
SR B: 1. Steve Moore; 2. Robert Pearson; 3. Kenneth King.
S/SR B: 1. Patrick Golden; 2. Bob Ingle; 3. Phillip Denny.
MSTR B: 1. Steve Huggins; 2. Randy Tomlinson; 3. Wayne Meradith.
OPEN C: 1. Heath Henderson; 2. Todd Gillespie; 3. Gary Grey.
250 C: 1. Tim Myers; 2. Jonathan Phillips; 3. Jason Hutchings.
200 C: 1. Sam Nelson; 2. Shawn Dailey; 3. Will McConnell.
4-STRK C: 1. James Embro; 2. Timothy Monsrun; 3. David Hallmark.
SR C: 1. Mel Smith.
S/SR C: 1. Glynn Martin.
MSTR C: 1. Frank Amos; 2. L.K. Williams; 3. Charles Armour.
H/TRL: 1. Tommy Butler; 2. Herb Coleman; 3. Mike Bouknight; 4. Steve Stansel Jr.
L/TRL: 1. Chuck Denard; 2. Rob Fiore; 3. Joseph Hernandez; 4. Rodney Crump.
WMN: 1. Karen Nelson.

WOOD GOES GOLD AT '49ER ENDURO

(Left) Dave Wood emerged from the Northern California woods with a .02-of-a-point loss for the overall and AA win at the 35th annual '49er Enduro in Elkins Flat, California. (Below) Tim Stowe scored the win in the 250cc A class and tied for second overall. Here, Stowe is seen crossing a bridge specially built by the hosting Polka Dots Motorcycle Club to allow riders to cross the river without harming an endangered species of frog.

By Jill Ashworth Patterson

ELKINS FLAT, CA, OCT. 25

Dave Wood put together an astonishingly near-perfect score of 0.02 of a point, increased his winning streak to three and secured the overall and AA-class victories at the 35th annual '49er Enduro, which was the ninth round of the Northern California Championship Enduro Series, held at Elkins Flat, California.

In a tie for the second-overall honors, with amazing scores of 0.03, were Woodland Cycle Moose/Bennett Ltd.-sponsored Tim J. Stowe and Cycle Pro/Faultline Suspension/Moose-supported Craig Wesner. Stowe also claimed the A 250cc-class first place, while Wesner took second in the AA class.

The day before the event, rain pounded down the powder-fine dry dirt that is predominant along the '49ers' terrain, eliminating the dust that was expected to be the key challenge for riders on the almost-90-mile, two-loop course. Polka Dots Motorcycle Club event coordinator Bret Eckert said that this year's conditions were the best the event has seen in about 10 years.

CRE/Fox/Elf Oil-sponsored Wood said that several low score cards, turned in by riders in the A, B and C classes, were due primarily to excellent traction found along the entire course.

"Conditions were so good, we could carry some serious speeds through the trees," Wood said.

"The course was well-marked and conditions were fantastic," Wesner said. "It was like riding in my grandma's garden all day."

Overalling the B class for the first time was Rick Bowser, who turned in a card showing a mere loss of 2.68 points for the day. His score dropped him to the 19th-overall finishing position, placing him ahead of many A-class riders. Bowser also captured the first B Vet-class trophy.

"The ground was absolutely perfect, with maximum traction and no dust," Bowser said. "I had my best ride ever!"

The course routed riders through the El Dorado National Forest, which offered prime moist and loamy trails and displayed autumn's brilliant reds, yellows and oranges on the dogwood, oak and alder trees.

Loop one featured single-track trails through the woods, some fire roads, a few rocky areas, one special test, and a new short, tight, twisting section through dense trees. There were plenty of resets, which had been planned for the expected dust, and course speeds averaged between 18 and 24 mph.

At the gas stop, several riders compared their scores and discovered that many of them had zeroes.

"I knew it was going to be one of those days where the winner would be the guy who doesn't make any mistakes, riding or mental," Bowser said.

Stowe was pumped about having a great score and for being able to have so much fun on his ride at the same time.

"Last year, I finished second here," Stowe said. "I hope I can keep my pace and get the overall today."

After the gas, riders went back out through the heavily wooded forest and down into a canyon toward an area called "Dogtown Creek Crossing." A bridge was built there just for the event by the Polka Dots to get riders over the middle fork of the Consumnes River without disturbing areas that could be the habitat of a protected species of red-legged frogs.

El Dorado Forest Service's Ron Hancock watched as riders crossed over the pallet-and-chain-link-fence bridge and said, "The club sure did a good job building the bridge."

A special test began at the check a few hundred yards up a hill after the bridge. Riders were sent through tight trees and up a rocky section that was like a staircase of solid rock with loose rocks on top.

The test caused many riders to drop their first full points of the day, and it was where Wood, Stowe and Wesner lost their only tie-breaker seconds of the event.

"Anywhere you can get near your mark of 30 within five seconds is pure luck," Stowe said.

Fast trails and fun sections led riders to the final check, where their route sheets showed it was the beginning of a last special test. Some tried to speed off into the test and were disappointed to learn that it was really the finish.

"That last check was placed to see if riders would go hot into the fictitious short special test, but since most of us were riding possibles, they didn't catch us burning it," Wood said.

The Polka Dots also held a poker run in conjunction with the enduro. The poker runners didn't have to worry about timekeeping while they were riding on the same course as the enduro riders. Some of them made their way from their starting positions behind the C class, through both the C and B classes and up into the A class. They kept other riders alert by providing an extra challenge/obstacle through the tighter sections of the course.

"Just imagine that - traffic in the woods," Four-Stroke A-class third-place finisher Russ Pereira said.

Some of the enduro riders also participated in the poker run and drew their cards at each check while keeping time. Poker-run first prizes of $75 went to John Davis for high hand and Richard Dyer for low hand. Prizes of $25 went to Kenn Hawes for second-highest hand and Chris Brigg for second-lowest hand. Swift tallying of score cards by the Polka Dots allowed trophies to be handed out to enduro class winners before the day was over. CN

'49er Enduro
Elkins Flat, California
Results: October 25, 1998

O/A: 1. Dave Wood (CRE); 2. (TIE) Craig Wesner (Kaw)/Tim J. Stowe (Suz); 4. Ed Diaz (Yam); 5. Steve Shoemaker (Hon).

AA: 1. Dave Wood (CRE); 2. Craig Wesner (Kaw); 3. Dave Froman (Kaw); 4. Brian Butler (Hon).

A 250: 1. Tim J. Stowe (Suz); 2. Steve Shoemaker (Hon); 3. Damien Galford (Kaw); 4. Brian Sperle (Hon); 5. Jim Matheson (Hon).

A 4-STRK: 1. Ed Diaz (Yam); 2. Jason Howe (Hon); 3. Russell Pereira (Hon); 4. Glen Martinson (KTM); 5. Matt Brubaker (Hon).

A VET: 1. Chris Worley (Kaw); 2. Marc DeMarco (KTM); 3. Chris Toman (Hon); 4. Brad Rice (Kaw).

A SR: 1. Kent Parker (Kaw); 2. Dave Langcor (KTM); 3. Wayne Hatch (Kaw); 4. Chris Von Kleist (Suz); 5. Scott Reynolds (Hon).

A S/SR: 1. Don Matheson (Hon); 2. Tom Guidice (KTM); 3. Peter Prichard (KTM); 4. Rick Guidice (KTM); 5. Bill Taylor (Hon).

B O/A: 1. Rick Bowser (Hon); 2. Darrell Bishop (Hon); 3. Steve Anderson (Hon); 4. (TIE) Heather Wilson (Kaw)/Ley Wilson (KTM).

B 200: 1. Chad Grass (Hon); 2. Bobby Thomson (Kaw); 3. Kent Jenkins (Kaw); 4. Chris Baker (KTM); 5. Christopher Young (Hon).

B 250: 1. Heather Wilson (Kaw); 2. Timothy Campbell (Suz); 3. Simon Phizackerley (Hon); 4. Mike Jura (Hon).

B 4-STRK: 1. Darrell Bishop (Hon); 2. John Poor (Hon); 3. Dave Clemons (Yam); 4. Mathew Teegarden (KTM).

B OPEN: 1. Patrick Dempsey (KTM); 2. Jeff Mauro (Hon); 3. Leonard Casella (KTM); 4. Larry Weber (KTM).

B VET: 1. Rick Bowser (Hon); 2. Steve Anderson (Hon); 3. Ley Wilson (KTM); 4. Tim Simmons (KTM); 5. Mike Scott (Yam).

B SR: 1. Dan Jennings (KTM); 2. Stephen Hill (KTM); 3. Rick Araujo (Hon); 4. Flint Forrester (Hon); 5. Randy Patterson (Hon).

C O/A: 1. Michael Phair (Yam); 2. Kevin Ruffoni (Hon); 3. Jason Pettinato (Hon); 4. Harvey Schuler (Yam); 5. Randy Mitchell (Suz).

C 200: 1. Michael Johnson (KTM); 2. Sam Galford (Kaw); 3. Trevor Moore (Yam).

C 250: 1. Michael Phair (Yam); 2. Randy Mitchell (Suz); 3. Mark Fulbright (Kaw); 4. Eric Barrett (Yam); 5. Eric Elvin (Hon).

C 4-STRK L/W: 1. Jason Pettinato (Hon); 2. Paul Murphy (Hon).

C 4-STRK H/W: 1. Kevin Ruffoni (Hon); 2. Kenn Hawes (Hon); 3. Mark Lewin (Hon); 4. Joe Palermo (Hon); 5. Mike Morehead (Hon).

C OPEN: 1. Russ Johnson (Kaw); 2. Chris Dempsey (KTM); 3. Chris Beeson (Yam); 4. Richard Bell (KTM); 5. Jon Flanagan (Yam).

C VET: 1. Brody Borogno (KTM); 2. Bill Zakareckis (Kaw); 3. Scott Lawrence (Hus); 4. Craig Iaman (Hon); 5. Kan Augino (Suz).

C SR: 1. Harvey Schuler (Yam); 2. John Davis (Hon); 3. James Culver (KTM); 4. Steve Maionchi (Yam); 5. Mark Parker (KTM).

C S/SR: 1. Meurig Davies (Kaw); 2. K.R. DeBree (KTM); 3. Ike Moor (Hon).

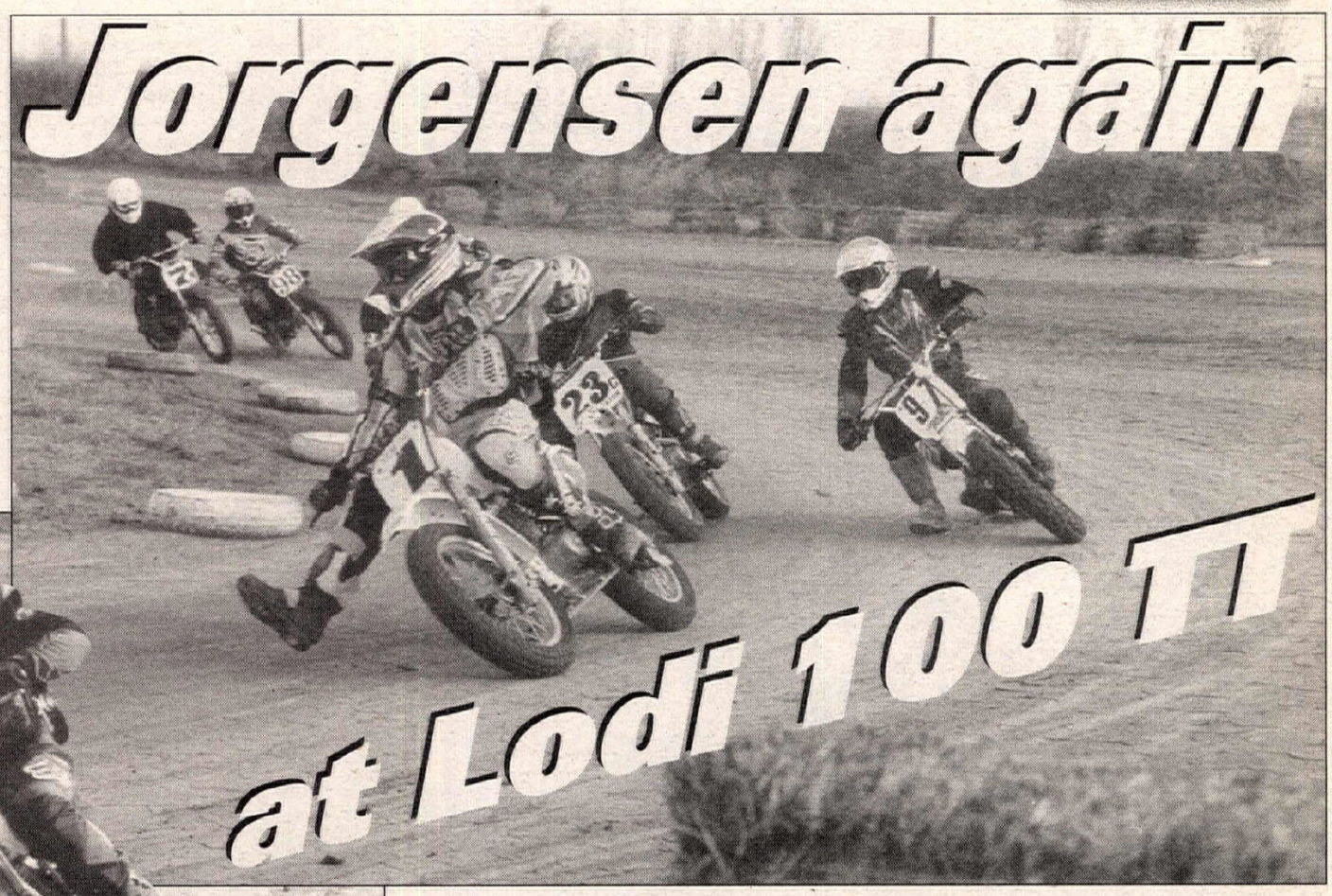
C WMN: 1. Tami Rowell (Hon).

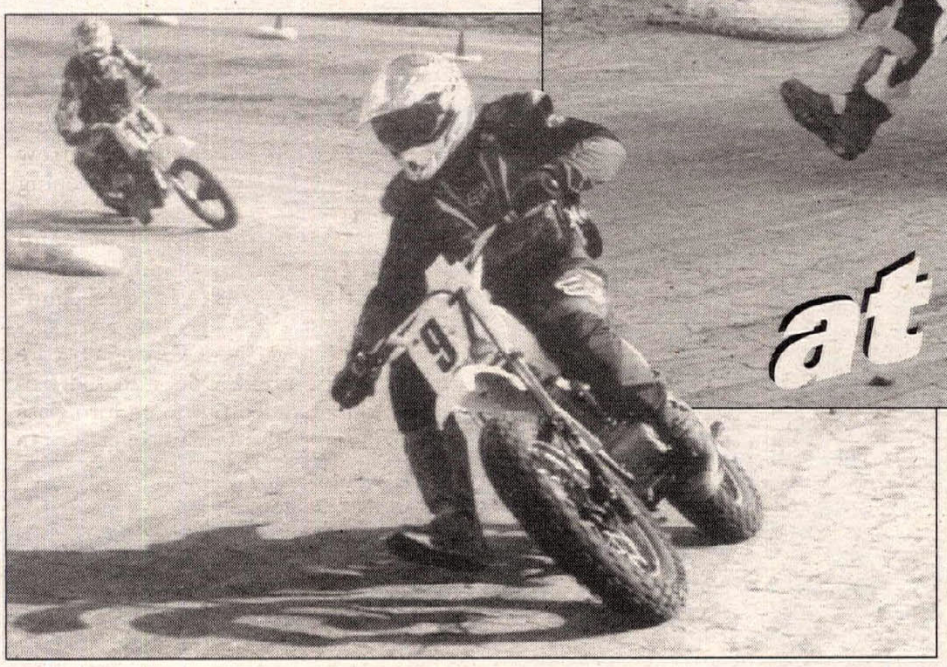
(Right) Toby Jorgensen (1) retained his Lodi 100cc TT National crown for the third straight year at the seventh annual Ride For Kids TT National. Jorgensen won the 100c Pro class. (Below) AMA Superbike racer Rich Oliver came to Lodi with high hopes for Jorgensen's crown, but in the end he finished in the runner-up spot, which was an improvement over his third-place finish in 1997.

(Bottom right, left to right) Third-place finisher Frank Nye, Jorgensen and Oliver reap their rewards on top of the Lodi podium. In all, the event raised about $3000 for charity.

(Bottom left) Stylish young stud: In addition to his 100cc win, Jorgensen also earned top honors in the 600cc A class, which was billed as the Andy Tresser Memorial race.

Jorgensen again at Lodi 100 TT





By Mike Law
Photos by Stewart Barber

LODI, CA, NOV. 1

Stockton, California's 16-year-old Pro Expert Toby Jorgensen handily won the two big classes in the seventh annual Ride For Kids race at the Lodi Cycle Bowl.

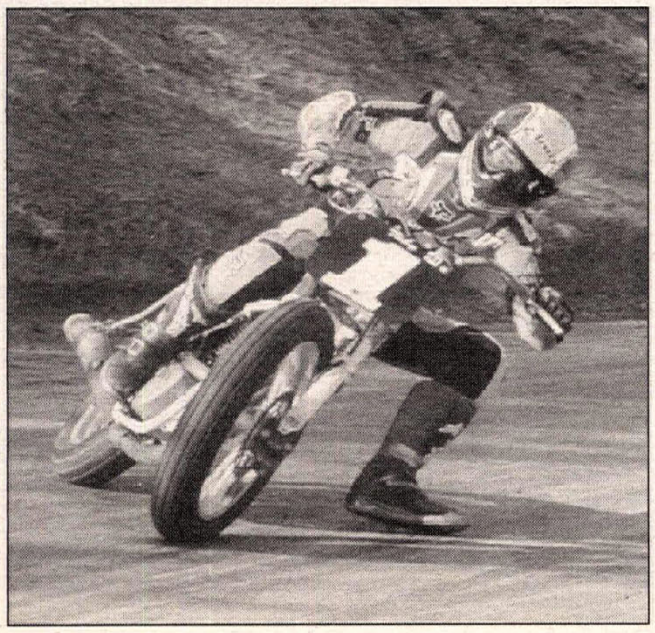
In winning, Jorgensen led the crusade sponsored by the Lodi Motorcycle Club, which raised approximately $3000 for a children's charity. Jorgensen easily won the 100cc Pro race and also took home the top honors in the Andy Tresser Memorial 600cc Open A feature.

"It was a good race out there, and I'm glad to win the Andy Tresser Memorial 600 race," Jorgensen said. "I've won it the last two years now, and that gets me pretty excited."

The 100cc Pro main, which featured many talented riders such as Rich Oliver, Frank Nye and Rod Spencer, was a runaway for Jorgensen, who timed the starter's light perfectly to ace the holeshot ahead of the pack, and basically, he never looked back. With the exception of a few riders, Jorgensen lapped the entire field - some of them twice.

"I've been kind of struggling lately," Jorgensen reflected of his win. "Rich (Oliver) has been going real good. I wanted to get off the line and pull a lead and keep it to the finish."

Second-placed rider Rich Oliver rode smoothly behind Jorgensen from the start but was never quite able to catch the flying teenager.



"I had a great time here, and it's for a great event," Oliver said of his runner-up position. "I look forward to this every year. Last year I got third, and this year I got second. Maybe next year I'll win this thing."

A large field in the combined A, B and C Peewee main lined up for battle on the big TT track, but the race was quickly red-flagged due to a tree-turn crash involving Ryan Law and Alyssa Brionez. The two riders were up, but they were sent to the back row on the restart. Anthony Fong aced the holeshot ahead of the field and began to open up a sizable lead that he would never relinquish. Meanwhile, Law blasted from last to third on the first lap and then set his sights on Lauren Wallace; he overpowered her on the third lap and moved into second place for good, behind the flying Fong, in the race to the checkered flag.

Although he settled for second to Jorgensen in the big 100cc main, Oliver also scored multiple wins, the first coming in the Over 16 main, where he finished ahead of Jeff Gabhart and Chuck Sorensen, and the second in the Vet class, ahead of Bill Arbogast and Dorrey Ingolia.

"It really feels good to come out and win on this track against the regulars," Oliver said of his rivals. "Those guys go really fast on this track, and today was no exception."

Stewart Barber Jr. rode flawlessly in the Under 16 contest for his second win in a row on his beautifully prepared Suzuki. Barber paced himself consistently ahead of the hard-charging Corey Eaton and Dorrey Ingolia and was never seriously challenged. CN

Lodi Cycle Bowl
Lodi, California
Results: November 1, 1998

P/W: 1. Anthony Fong (Yam); 2. Ryan Law (Yam); 3. Lauren Wallace (Yam); 4. Kyle Anselmi (Yam); 5. Danielle Caldeira (Yam).

100 PRO: 1. Toby Jorgensen (Hon); 2. Rich Oliver (Hon); 3. Frank Nye (Hon); 4. Bill Arbogast (Hon); 5. Jeff Gabhart (Suz).

100 B: 1. Freddy Poli (Hon); 2. Ryan Chamberlain (Hon); 3. Riley Cox (Suz).

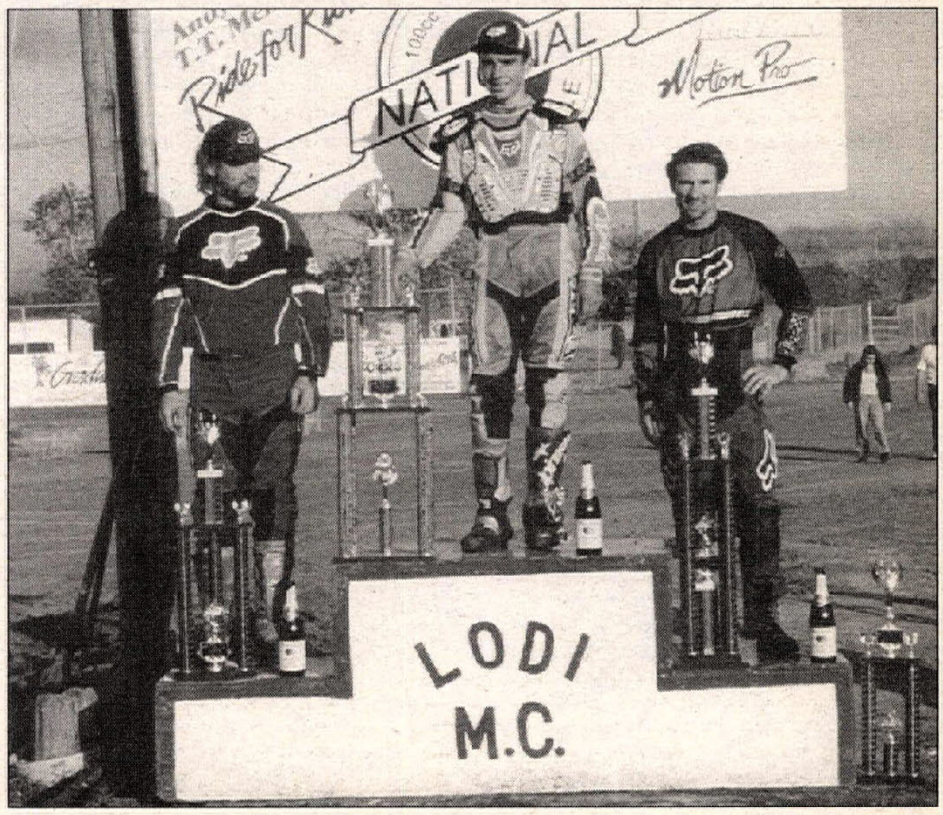
100 C: 1. Rod Spencer (Hon); 2. Brad Spencer (Hon); 3. Casey Yarrow (Suz); 4. Derrick Ohls (Hon); 5. Roy Rose (Hon).

100 (16+): 1. Rich Oliver (Hon); 2. Jeff Gabhart (Suz); 3. Chuck Sorensen (Hon); 4. Mark Miller (Hon); 5. Ken Holland (Suz).

100 (0-16): 1. Stewart Barber Jr. (Suz); 2. Corey Eaton (Hon); 3. Brad Spencer (Hon); 4. Nick Moore (Hon); 5. Rod Spencer (Hon).

VET: 1. Rich Oliver (Hon); 2. Bill Arbogast (Hon); 3. Dorrey Ingolia (Hon); 4. Roy Rose (Hon); 5. Rick Marquis (Hon).

600 A: 1. Toby Jorgensen (CCM); 2. Rob Damron (Hbg); 3. Michelle DiSalvo (W-R); 4. Allen Yarrow (Yam); 5. Steve Hall (Yam).



Ecklund, McGavran on fire at Competition Park

Bryan McGavran blasted the competition into the weeds at the final round of the GFI Fall Series at Competition Park. The 16-year-old rookie Pro tagged the overall wins in the 125 and 250cc Pro classes.

By Greg Robertson

SAN JACINTO, CA, OCT. 25

Daryl Ecklund proved to be king of the 80cc machines, topping both the 80cc Open/Expert and Supermini classes, while Bryan McGavran continued his domination of late by winning the 125cc and 250cc Pro classes during the PJ1-sponsored fourth and final round of GFI Racing's annual Fall Series at Competition Park.

Ecklund started off his day with a wire-to-wire win in the first 80cc Open/Expert class on his Chaparral/Goat/Noleen-sponsored YZ80.

Matthew Prochnavy kept Ecklund in sight en route to his second-place finish, well ahead of Anthony Bruscella and Nick Alvarez.

Alvarez got a much better start in the second moto and ran out front for the first half of the moto until Ecklund tracked him down and made the pass for the lead at the halfway point. Ecklund continued uncontested to sweep the class. Prochnavy ran out of time in his attempt to catch Alvarez but still finished second overall with a 2-3 score.

Ecklund got a killer start in the first Supermini moto and led fellow Yamaha riders Donnie Gritton, Kevin Payne and Scott Simon. Gritton dogged Ecklund throughout the race and used a last-lap pass for the first-moto win. Simon got around Payne, only to go down and have to fight his way back up to an eighth-place finish. Brandon Schlensig overcame a midpack start to hold off Payne and Jason Jeffrey for third.

In second-round action, Gritton had the quickest reflexes out of the gate to lead Simon and Schlensig. Ecklund was stuck in traffic for a lap before finding his pace and reeling in Gritton. By lap three the race belonged to Ecklund. Gritton would go 1-2 for second overall. Third in the final standings went to Schlensig with a 3-4 score.

The 20-minute, one-shot 125cc Pro moto was a McGavran benefit. The Fox/NCY/VP-backed 16-year-old rookie Pro grabbed the lead on the opening lap and never looked back. Jerry Aleman was buried in the field off the start but methodically picked off riders, the last being Tyson Taylor on the 14th lap of the 16-lap race, to collect the second-place money. A troublesome opening lap for Jeremy Chaussee saw him running at the back of the pack, but he, too, spent his 20 minutes passing riders to earn fourth, ahead of Jason Dubin and Donovan Mitchell.

McGavran was equally impressive in the 250cc Pro class, leading all 14 laps on his YZ400F for the win. Suzuki-mounted Don Upton made his way around Ty Kady early in the moto, where he would stay to earn second-place Pro payback. Dubin and Chaussee rounded out the top five.

Kevin Geyer came from out of the depths to chase down early leader Bomber Hernandez for the 250cc Intermediate first-moto victory. Branden Milstead used a good start to his advantage to take third, over Chris Barrett and David McCown.

Geyer checked out in the second moto to pick up the overall with a convincing win. After a midpack start, KTM-rider Barrett sliced his way through the field to get around Travis Smith on the last lap to sew up second overall with a 4-2 performance. Milstead and Hernandez recorded DNFs, which allowed McCown to jump into third overall with 5-5 finishes.

Kane Jameson had the track wired on his John Burr Cycles/IMS/Goat/Wiseco/Afam-sponsored YZ125 for the 125cc Novice-class first-moto win over Matt Condon and Richard Albach. Condon returned to lead every lap of the second moto on his Yamaha to claim the overall honors. Jameson and Albach traded the runner-up position during the race, with Jameson coming out on top for the second-place trophy. David Sullins' 6-4 score edged out the 4-6 of Chad Gaumer for fourth overall.

It wasn't even close in the first 60cc Open moto, as KX60-mounted Cas Swift won by a mile. Roberto Jiron held off Casey Huntley and Jeremy Johnson for second. The second moto was a little more of a race, even though the outcome was the same, with Swift going 1-1 on the day. Iron kept Swift in sight this time out en route to his second-place finish, this time over Johnson.

Tyler Duncan turned a couple of good starts into a 1-1 performance in the 80cc Intermediate class on his PPG/Troy Lee/Silkolene-backed YZ80. Simon and Gritton traded runner-up finishes, with Simon prevailing in the second round to collect the second-place brass. Zac Wray and Schlensig rounded out the top five in a class dominated by the blue bikes.

Spencer Meineke dominated the first 80cc Novice moto. Swift returned on his RM80 to finish a distant second over Phillip Bruscella and Kevin Hunter. Meineke would duplicate his fine first-round showing with a gate-to-flag second-moto romp. Swift stayed a lot closer this time out, as he again finished second, this time over Michael LaPaglia and Bruscella. CN

Competition Park
San Jacinto, California
Results: October 25, 1998 (Round 4 of 4)

50 STK (4-6): 1. Blake Baggett (Cob); 2. Dakota Garner (Cob); 3. Brett Downey (Cob); 4. Bryce Stewart (KTM); 5. Eric Hunter (Lem).

50 STK (7-8): 1. Scott Noble (Cob); 2. Richard Sterling (KTM); 3. Marcus Carrillo (Lem); 4. Garrett Noble (Cob); 5. Jonathan Horgan (KTM).

50 OPEN: 1. Johnny Jelderda (KTM); 2. Blake Baggett (Cob); 3. Dakota Garner (Cob); 4. Scott Noble (Cob); 5. Brett Downey (Cob).

60 F/T: 1. Johnny Jelderda (Kaw); 2. Matt Aragon (Kaw).

60 BEG: 1. Casey Huntley (Kaw); 2. Zachary Cruz (Kaw).

60 NOV: 1. Roberto Jiron (Kaw); 2. Justin Carmody (Kaw); 3. Jeremy Johnson (Kaw); 4. B.J. Bohrer (Kaw); 5. Brian Hiner (Kaw).

60 INT: 1. Michael LaPaglia (KTM); 2. Justin Mulford (Kaw).

60 OPEN: 1. Cas Swift (Kaw); 2. Roberto Jiron (Kaw); 3. Jeremy Johnson (Kaw); 4. Casey Huntley (Kaw); 5. Justin Carmody (Kaw).

80 F/T: 1. Joey Aragon (Yam); 2. Alexander Catherwood (Kaw).

80 BEG: 1. Anthony Charette (Yam); 2. Steven Forsythe (Yam); 3. Weston Peick (Suz); 4. Michael Serrato (Yam); 5. Shawn Mohr (Hon).

80 NOV: 1. Spencer Meineke (Yam); 2. Cas Swift (Suz); 3. Phillip Bruscella (Yam); 4. Bruce Prochnavy (Hon); 5. Michael LaPaglia (Suz).

80 INT: 1. Tyler Duncan (Yam); 2. Scott Simon (Yam); 3. Donnie Gritton (Yam); 4. Zac Wray (Yam); 5. Brandon Schlensig (Yam).

80 EX-OPEN: 1. Daryl Ecklund (Yam); 2. Matthew Prochnavy (Hon); 3. Nick Alvarez (Hon); 4. Anthony Bruscella (Yam).

S/MINI: 1. Daryl Ecklund (Yam); 2. Donnie Gritton (Yam); 3. Brandon Schlensig (Yam); 4. Jason Jeffrey (Yam); 5. Scott Simon (Yam).

125 BEG: 1. Mark Tartaglia (Yam); 2. Tony LaCorte (Yam); 3. Eric Reynolds (Suz); 4. Jason Moore (Kaw); 5. Kris Bowers (Hon).

125 NOV: 1. Matt Condon (Yam); 2. Kane Jameson (Yam); 3. Richard Albach (Yam); 4. David Sullins (Yam); 5. Chad Gaumer (Hon).

125 INT: 1. Sean Hamblin (Yam); 2. Chris Sprenkel (Suz); 3. Dusty Walters (Yam); 4. Chris Barrett (KTM); 5. Ross Garcia (Yam).

125 PRO: 1. Bryan McGavran (Yam); 2. Jerry Aleman (Suz); 3. Tyson Taylor (Suz); 4. Jeremy Chaussee (Kaw); 5. Jason Dubin (Suz).

250 BEG: 1. Alvino Garcia (Yam); 2. David Lawrence (Yam); 3. Joseph Stanbury; 4. Matt Howard (Yam); 5. Steve Bullock (Yam).

250 NOV: 1. Wes Burr (Yam); 2. David Nickols (Hon); 3. Jon Davidson (Suz); 4. Chad Wohon (Yam); 5. Jason Myhren (Suz).

250 INT: 1. Kevin Geyer; 2. Chris Barrett (KTM); 3. David McCown (Yam); 4. Joel Nelson (Yam); 5. Anthony Hadsall (Hon).

250 PRO: 1. Bryan McGavran (Yam); 2. Don Upton (Suz); 3. Ty Kady (Yam); 4. Jason Dubin (Suz); 5. Jeremy Chaussee (Kaw).

25+ BEG: 1. Steve Bullock (Yam); 2. David Lawrence (Yam); 3. David Aceves (Suz); 4. Jason Broussard (Yam); 5. Joel Plitt (Kaw).

25+ NOV: 1. Matt Eagleton (Kaw); 2. Ed Niemela (Kaw); 3. Jay Pavlovec (Hon); 4. Tom Bell (Suz); 5. Jason Lowther (Yam).

25+ INT: 1. Revelle Harrison (KTM); 2. Craig McCall (Kaw); 3. Chris Turner (Kaw); 4. Robbie James (Yam); 5. Tony Sulli (Suz).

25+ EX: 1. John Belisle (Yam); 2. Ron Gilbert (Kaw).

30+ BEG: 1. Jeff Millard (Yam); 2. Doug Covey (Hon); 3. Al Garcia (Suz); 4. Kevin Gotto (Suz); 5. Shelly Danylo (Suz).

30+ NOV: 1. Matt Eagleton (Kaw); 2. Ed Niemela (Kaw); 3. Tom Bell (Suz); 4. Phillip Taboada (Yam); 5. Jay Pavlovec (Hon).

30+ INT: 1. Ron Turner; 2. Tony Sulli (Suz); 3. Chris Swift (Yam); 4. Randy Danylo (Kaw); 5. Craig McCall (Kaw).

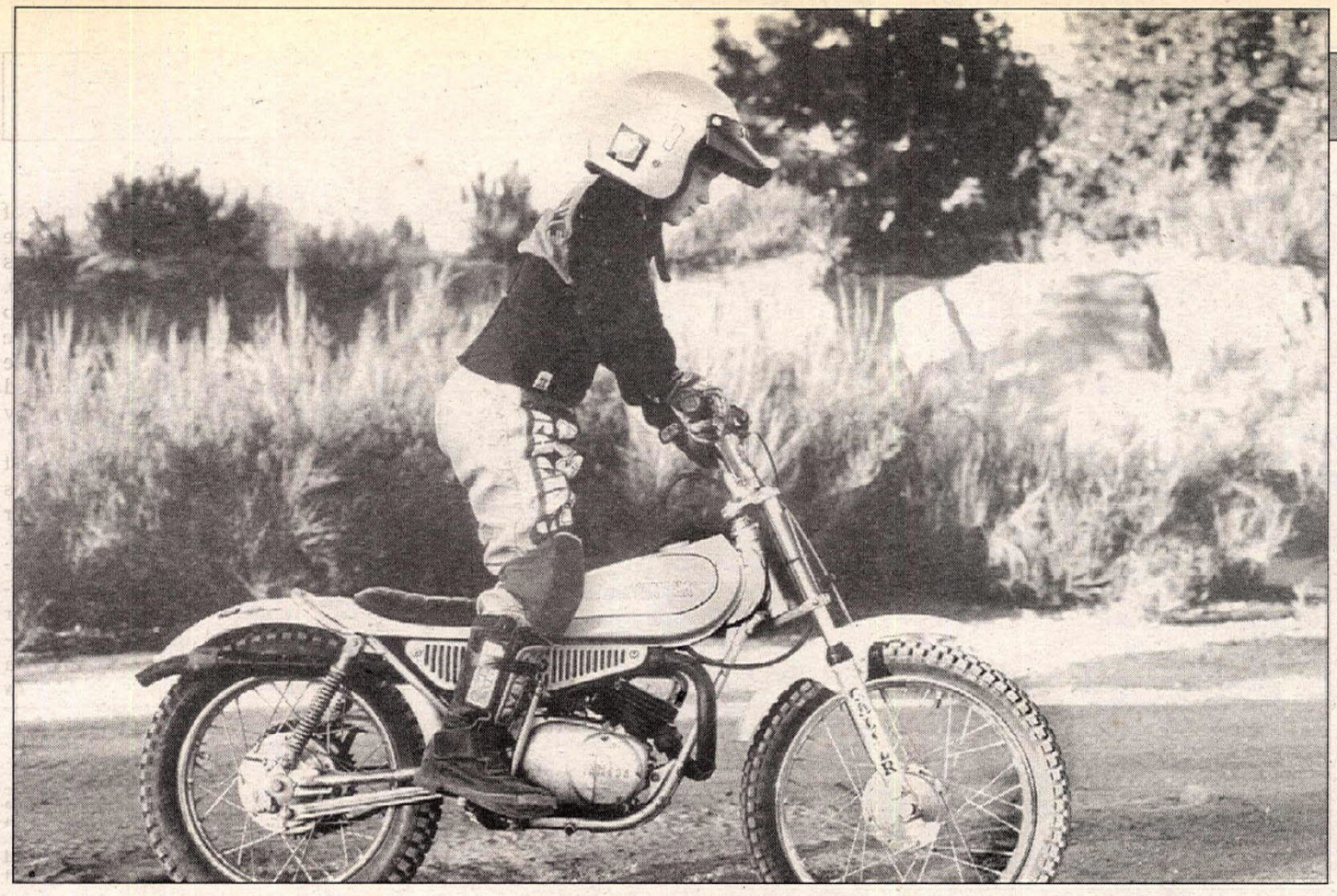
30+ EX: 1. Rob Engel (Yam).

35+ INT: 1. Ed Niemela (Kaw); 2. Joe Root (Yam); 3. Pryor Campbell (Suz); 4. Robbie James (Yam); 5. Greg Erickson (Kaw).

35+ EX: 1. David Johnson (Kaw); 2. Brent Battin (Kaw); 3. Mark Hoffman (Kaw); 4. Rob Engel (Yam).

40+ NOV: 1. Dave Fava (Hon); 2. Dennis Burns (Kaw); 3. Brad Sloan (Yam); 4. Karl Scanlan (Yam).

40+ EX: 1. Ron Turner (Yam); 2. Tim Marsh (Hon); 3. Mike Altenhofel (Hon); 4. Pryor Campbell (Suz); 5. Joe Root (Yam).



Matt Silva, 9 years old, won the Youth Novice class during AHRMA National Trial action in Hollister Hills, California. It was Silva's first-ever trial.

AMA/AHRMA Speed & Sport National Vintage Trials Series

The good old days

By Darlene Williams

HOLLISTER, CA, OCT. 17

Alabama's Curt Comer showed the winning form that took him to an AMA National title in the early '80s as he posted the low total for the day at the Starman Motorsports-promoted AHRMA Speed & Sport Vintage National Trials Series round at California's Hollister Hills SVRA.

Saturday's "Traditional Observed Trials" event was part of the eighth annual Santa Clara Riders Unlimited Vintage Motorcycle Classic, and drew more than 80 entries - a great turnout for a vintage trial.

The trial took place on the "Upper Ranch," with the sign-up overlooking the famous GP motocross track, where Sunday's motocross action would take place. A total of 10 sections were located along a loop behind the motocross track, consisting of existing roads, narrow goat trails, brushy descents, powdery climbs and sandy-creek side paths, all winding through the park's Upper Ranch area.

"We have at least three miles of loop trail connecting the 10 sections, believe it or not," said trial master Mike Fenner. "We have wound up and down all the hills here, before we bring you back to the check-in. But to keep it easier and safer for the four-line riders, we will hold them to the first seven sections. This area is also used by the four-wheel drives, so unfortunately there are a few dusty spots this late in the season."

Actually, the silty sections, while deep in powder, were mercifully brief. To combat dust, the water trucks were busy on the park roads and pit areas. The Parks Service Rangers extended their efforts even further and totally did right by the trials riders, with an added bonus: They dumped a few thousand gallons of water down the creek, making the several sections in and around the creek bed damp and really nice. The sections all featured clever and descriptive names such as "Poison Circle," "Fault Line" and "Creek Crawl" that kept the smile factor high. Another smile producer was the fact that the park officials declared the trials loop a "Closed-Course Event," allowing an opportunity for the non-green-stickered vintage motorcycles to use the park's facilities.

Overall and Classic Expert-class winner Comer made a few minor bobbles on the demanding one line during the first loop, dropping five points to trail Modern Classic Expert Steve Muscatell's two points in the early going. Modern Classic Expert John Moore and Twin Shock Expert Jim Winter were also in the hunt for the trial win with eight points each after the first loop.

Comer came in with a clean second-loop score card, as did Moore, but Muscatell stayed in first with just a single point dropped. Jim Winter fell out of the running for the overall with a disastrous 14-point loop. Winter redeemed himself and his trusty Reflex with a great final loop, dropping only four points to hold first in his class with a 26-point total.

Comer was flawless again on the final loop, posting a final tally of five points and mathematically eliminating Moore from any trial overall possibility. Muscatell was leading at this point with only three points total, but a few slips late in the trial led to a four-point third loop, assuring Comer of victory. Muscatell's seven-point total score was still good for first in the Modern Classic Expert division as well as second overall behind Comer. Moore dropped five points on the final circuit to post a 13-point total for second in the Modern Classic and third overall.

"Yeah, I had a little trouble on that first loop, but I pulled it together and won the trial," said Comer.

Comer also raced the MX and was among those honored on Sunday during a special "Gathering of the Legends" half-time presentation.

The Youth Novice class saw the debut of 9-year-old Matt Silva, who rode his Yamaha TY80 with determination in his first-ever AHRMA trial. Silva's 11 cleans and 30 total points won his class, and the tiny rider's fine form attracted a lot of attention - including that of trial winner Comer, who watched the event's youngest competitor tackle several sections. Later, the champ and the kid were introduced, and Comer expressed praise and words of encouragement for Silva.

In the Youth Intermediate class, Max Halsbary earned first place with a ride that improved with each loop, resulting in 20 sections cleaned and a great final score of 23.

First-time AHRMA trialer Kevin O'Neal was a quick study: He won the Beginner class with a low 10-point total on the four line.

Premier Heavyweight Expert Paul Olliges had a great trial, with 25 cleans out of a possible 30. Olliges' seven-point total easily undercut second-placed Derek Beivoir's 15 points.

In the Premier Heavyweight Intermediate class, fan favorite Dick Mann won with 12 points total and 23 traps cleaned. The former AMA Grand National Champion was at his best form on the second loop, where he committed but a single dab. Don Richardson improved with each loop, but he had to settle for second place, with 44 total points.

The largest class of all was the Modern Classic Novice, and the competition was correspondingly close. Only three points separated the top five riders after three loops, and low scores were the norm as the talented riders made the difficult sections look easy. When the scores were counted, Randall Ressell and Kevin Kelley were tied with three points apiece. Both riders had 27 cleans each, so ones were compared next, giving Ressell the nod, thanks to his superior one-one-one lap scores for the three loops. Third place went to Curtis Fournier, who also cleaned 27 traps. Rick Wheeler and Janet Borg rounded out the top five riders in this class. CN

Hollister Hills SVRA
Hollister, California
Results: October 17, 1998

O/A: 1. Curt Comer; 2. Steve Muscatell; 3. John Moore.
BEG: 1. Kevin O'Neal; 2. John Silva; 3. Steve Wheeler.
CLSSC NOV: 1. William Conner.
CLSSC EX: 1. Curt Comer.
MDRN CLSSC NOV: 1. Randall Ressell; 2. Kevin Kelley; 3. Curtis Fournier; 4. Rick Wheeler; 5. Janet Borg.
MDRN CLSSC INT: 1. Robert Bush; 2. David Boydstun; 3. Scott Chapman; 4. Doyle Cook.
MDRN CLSSC EX: 1. Steve Muscatell; 2. John Moore; 3. Jeff Neff.
RIGID EX: 1. Mila Fenner.
SGL SHOCK EX: 1. Chris Napoliano; 2. Don Halsbary.
TW SHOCK INT: 1. Robert Miller.
TW SHOCK EX: 1. Jim Winter.
YTH NOV: 1. Matt Silva.
YTH INT: 1. Max Halsbary.
PREM H/M NOV: 1. Dan Wilson.
PREM H/W INT: 1. Dick Mann; 2. Don Richardson.
PREM H/W EX: 1. Paul Olliges; 2. Derek Beivoir.
PREM L/W NOV: 1. Don Kelley; 2. Bruce Stevens.
PREM L/W INT: 1. Wayne Summer.
PREM L/W EX: 1. Ken Dodge.
SR: 1. Dennis Thompson; 2. Harold Heitmiller.

Stewart stomps Gatorback MX

By Kyle Myers

GAINESVILLE, FL, OCT. 25

The sixth and final round of the Unlimited Sports Florida Gold Cup Series was held at Gatorback Cycle Park, where more than 400 riders from seven states competed and Team Green mini pilot James Stewart posted a four-moto sweep to win the highly contested 80cc (12-13) and Supermini divisions.

When the gate dropped for the first Supermini moto, Bryan Johnson led the 28-rider field into turn one, with Paul Perebijnos, Donny McGourty, Shane Lusk and Jesse Richards giving chase. Stewart started sixth but made his way to the front by the completion of lap one. McGourty set his sights on Perebijnos and slipped by to move into third, but a few turns later, McGourty fell, handing the position back to Perebijnos. McGourty quickly remounted, but not before Chad Ward got by. Stewart, on his Fox/Oakley/FMF machine, pulled out to a six-second lead, which he held on to until the finish. Johnson, Perebijnos, Ward and McGourty filled out the top five positions.

Johnson once again blasted out of the gate to start moto two, with McGourty, Ward, Drew Kain and Perebijnos eating his roost. Stewart ran seventh but quickly moved up into the runner-up position while Johnson led the opening lap. On lap two, Stewart overtook Johnson in the S turn to take over the point position. Ward then took a soil sample, as Perebijnos raced by. Stewart continued to lead while Lusk motored by Kain for fifth on the last lap. Stewart flew across the finish line, with Johnson, McGourty, Perebijnos and Lusk in tow.

Stewart later returned to top both motos in the 80 (12-13) class over Honda rider Lusk, who went 2-2, and Richards, who put together a 3-3 tally.

Kyle Farnell topped two classes on the day, as he won the 125cc Youth and 125cc B divisions on his RM. Farnell posted 2-1 score to win the race over Ryan Davis, who had a 3-1 tally for the runner-up spot. Farnell then swept both 125cc B motos over Matt Johnson, who was second overall via a 2-2 score.

The surprise win of the weekend came in the 250cc Pro class, as Ronnie Renner used a 1-2 tally to score the win over National rider Anthony Pocorobba and Jason Thomas. Renner led the first moto wire to wire over Thomas, Tyson Hadsell and Pocorobba. Pocorobba fell in the first turn and started half a lap down, but he flew through the field to finish fourth. In moto two, Renner led the charge, with Pocorobba starting around fourth again. On lap three Pocorobba moved into the lead to claim the moto win but finished second overall to Renner. Thomas posted a 2-4 score for third.

Thomas later returned to win both 125 Pro motos ahead of Pocorobba and Renner. Pocorobba also raced the 125cc and 250cc A classes and won both classes to collect Suzuki contingency money.

Results

P/W (4-6): 1. Jesse Freeman (Cob); 2. Mike McArthur (Cob); 3. Zac Freeberg (Cob); 4. Tyler Moore (Cob); 5. Cody Graves (Cob).

P/W (7-8): 1. Ricky Renner (Cob); 2. Ryan Lawhorn (Cob); 3. Orlando Hamilton (Cob); 4. Colten Maynard (Cob); 5. Roger Williams (Cob).

60 (7-9): 1. Jake Griffis (Kaw); 2. Ricky Renner (Kaw); 3. Jon Camp (Kaw); 4. Kyle Keylon (Kaw); 5. Don Solley (Kaw).

60 (10-11): 1. Mart Goerke (Kaw); 2. Ian Millett (Kaw); 3. Chris Haack (Kaw); 4. Chase Revell (Kaw); 5. Justin Bryant (Kaw).

80 (7-11): 1. Bryan Johnson (Suz); 2. Matt Goerke (Yam); 3. Davi Millsaps (Suz); 4. Kyle Chisholm (Kaw); 5. Matt Boni (Kaw).

80 (12-13): 1. James Stewart (Kaw); 2. Shane Lusk (Hon); 3. Jesse Richards (Yam); 4. Danny Jones (Kaw); 5. Ryan Luke (Kaw).

80 (14-15): 1. Paul Perebijnos (Hon); 2. Chad Ward (Hon); 3. Shawn Mayo (Hon); 4. C. Scott Perry (Suz); 5. Drew Kain (Kaw).

S/MINI: 1. James Stewart (Kaw); 2. Bryan Johnson (Suz); 3. Paul Perebijnos (Hon); 4. Don McGourty (Yam); 5. Chad Ward (Hon).

125 YTH: 1. Kyle Farnell (Suz); 2. Ryan Davis (Kaw); 3. Matt Johnson (Yam); 4. Spencer Jones (Kaw); 5. Jordan Peeples (Kaw).

16-24: 1. John Lee (Hon); 2. Mike Brillinger (Hon); 3. Karsten Butler (Hon); 4. Kyle McAfee (Hon); 5. Robert Stevenson (Hon).

125 A: 1. Anthony Pocorobba (Suz); 2. Jarrett Tipping (Suz); 3. Tyson Hadsell (Yam); 4. Mike Stevenson (Kaw); 5. Dustin Keuntjes (Suz).

125 B: 1. Kyle Farnell (Suz); 2. Matt Johnson (Yam); 3. Jeremy Brown (Kaw); 4. Troy Adams (Suz); 5. Brian Gray (Yam).

125 C: 1. Jacob Saylor (Kaw); 2. Ronnie Monk (Yam); 3. Brandon Butler (Hon); 4. Steve Rhoades (Yam); 5. Anthony Griffis (Hon).

250 A: 1. Anthony Pocorobba (Suz); 2. Tyson Hadsell (Yam); 3. Mike Brillinger (Hon); 4. Jarrett Tipping (Suz); 5. Randy Jackson (Kaw).

250 B: 1. Clint Shealy (Kaw); 2. Jon Monk (Hon); 3. Jeremy Brown (Kaw); 4. Chris Marlin (Kaw); 5. Lee Tatham (Suz).

250 C: 1. G. Marsh (Yam); 2. B. Morris (Kaw); 3. S. Rhoades (Kaw); 4. M. Delano (Yam); 5. A. Fitzmaurice (Kaw).

25+: 1. Chris Manning (Kaw); 2. Rudy Waller (Yam); 3. Marcus Pedrero (Suz); 4. Mark Beamer (Kaw); 5. Lee Tatham (Suz).

30+: 1. Jeff Lampe (Suz); 2. Mark Beamer (Kaw); 3. John Lundy (Suz); 4. Steve Dumond (Suz); 5. Bryan Abel (Kaw).

(Left) Chaz Smith won the 250cc Novice class at the CRC Motocross, held at Glen Helen Raceway in San Bernardino, California.
(Above) Mike Kruger flew to the overall win at the Northeast Kansas Hare Scrambles in Westmoreland. Kruger caught a break after his riding buddy, second-place finisher Tom Klimm, slowed to allow Kruger to make up for a poor start.

35+: 1. John Lundy (Suz); 2. David Ellis (Hon); 3. John Hauf (Yam); 4. Chris Nelson (Yam); 5. Bobby Lash (Kaw).

40+: 1. David Ellis (Hon); 2. Barry Mayo (Suz); 3. Mark Thomas (Kaw); 4. Tom Fogg (Yam); 5. John Coleman (Suz).

50+: 1. Barry Mayo (Suz); 2. Tom Fogg (Yam); 3. Ron Hawk (Yam); 4. Doug Hammond (Yam); 5. Guenter Sommer (Yam).

4-STRK: 1. Terry Long (Yam).

125 PRO: 1. Jason Thomas (Yam); 2. Anthony Pocorobba (Suz); 3. Ronnie Renner (Hon); 4. Jarrett Tipping (Suz); 5. Tyson Hadsell (Yam).

250 PRO: 1. Ronnie Renner (Hon); 2. Anthony Pocorobba (Suz); 3. Jason Thomas (Yam); 4. Jarrett Tipping (Suz); 5. Chris Manning (Kaw).

Smith super at CRC MX

By Greg Robertson

PALMDALE, CA, OCT. 25

KTM of Mojave's own Chaz Smith split moto wins with Chris Reed to claim his first-ever 250cc Novice win during round one of California Racing Club's 11th annual Sponsorship Series, which took place at Los Angeles County Raceway.

KX250-mounted Chris Reed launched off the cement starting pad quickest to lead Smith, Justin Eide and Darren Staffer early in moto one. Smith was all over Reed, with Eide equally close in third as the three front-runners started to separate themselves from the pack.

As the moto progressed, Smith couldn't find a way around Reed, but Reed couldn't pull away, either, and at the finish Reed prevailed by a couple of bike lengths. Eide was right there in third until he put his front wheel over the top of a berm with a lap remaining and handed the position to the YZ400F of Johner Faulkner.

Reed reeled off his second holeshot of the day, ahead of Smith and Tomas Ponce De Leon. Smith quickly latched on to Reed's back fender and was poised to make his move into the lead. Pulling next to Reed as they skimmed a series of whoops, Smith kept it on a little longer and was able to slip around Reed in the following turn with no room to spare.

Reed wasn't about to let Smith get away and matched him move for move, just waiting for the KTM rider to make a mistake. Smith was flawless as he slowly started to inch away from Reed. With the white flag displayed, Smith had a couple of seconds on Reed; then he managed to put a couple of lappers between him and Reed for insurance on the final lap as he took the win.

The battle for third went down to the wire, with Eide holding off a determined Faulkner to sew up third overall on a 4-3 score. Ponce De Leon's 6-5 rides edged out the 5-6 score of Staffer for fifth overall.

Results

P/W BEG: 1. Michael Truglia (KTM); 2. Blake Wein (KTM); 3. Blake Uniack (KTM); 4. Chance Lippie (KTM); 5. Justin Schooler (Lem).

P/W YAM STK: 1. Kyle Prince (Yam).

P/W S/STK (4-6): 1. Tommy Acquino (KTM); 2. Chris Deeds (KTM); 3. Evan Gambeta (KTM); 4. Dylan Pemberton (Cob); 5. Keith Robinson (KTM).

P/W S/STK (7-9): 1. Preston Lundin (KTM); 2. Jamie Dickson (KTM); 3. Armando Aquilar (KTM); 4. Douglas Allen (Cob); 5. Cale Summerford (KTM).

60 BEG: 1. Adas Bakchis (Kaw); 2. Mickey Garcia (Kaw); 3. Timmy Ritzler (Kaw); 4. Jacob Morrow (KTM); 5. Cole Pugmire (Kaw).

60 (4-8): 1. Trent Pugmire (Kaw); 2. Shawn Butler (Kaw); 3. David Medina (Kaw); 4. Preston Lundin (Kaw); 5. Shana Rhinehart (Kaw).

60 (9-11): 1. Robert Memoli (Kaw); 2. Kyle Bergantz (KTM); 3. Douglas Carter (Kaw); 4. Casey Logan (Kaw); 5. Kyle Jenkins (Kaw).

80 BEG: 1. Jonathan Arana (Kaw); 2. Mitchell Alsobrook (Kaw); 3. Bonnie Kelly (Yam); 4. Jimmy Patrick (Yam); 5. Darin Chisholm (Yam).

80 (7-11): 1. Edward Herring (Kaw); 2. Robert Memoli (Yam); 3. Dave Carter (Kaw); 4. Garrett Norr (Suz); 5. Kyle Bergantz (Yam).

80 (12-13): 1. Chris Norr (Hon); 2. Aaron Bergantz (Yam); 3. Mike Epstein (Hon); 4. Nicholas Burson (Kaw); 5. Anthony Barbacovi (Yam).

80 (14-16): 1. Derek Costella (Kaw); 2. Garrett Warren (Kaw); 3. Adam Gragg (Yam); 4. Ryan Riess (Yam).

125 BEG: 1. Grant Moore (Yam); 2. Nathan Pamintuan (Suz); 3. Ryan Robertson (Suz); 4. Todd Eide (Yam); 5. Neil Chisholm (Hon).

125 NOV: 1. Donnie Durrer (Yam); 2. Scott Howe (Yam); 3. Jimmy Eberle (Yam); 4. Johner Faulkner (Yam); 5. Sergio Ponce De Leon (Yam).

125 INT: 1. Chris Thompson (Suz); 2. Tim Weigand (Yam); 3. Rob Hopkins (Kaw); 4. Brian Baker (Yam); 5. Jeff Eide (Yam).

250 BEG: 1. Kevin Hildebrant (Yam); 2. Jerry Sapington (Suz); 3. Brandon Brandon (KTM); 4. Mark Broneau; 5. Chris Conahan (Yam).

250 NOV: 1. Chaz Smith (KTM); 2. Chris Reed (Kaw); 3. Justin Eide (Yam); 4. Johner Faulkner (Yam); 5. Tomas Ponce De Leon (Yam).

250 INT: 1. Nick Mairose (Suz); 2. Chris Thompson (Suz); 3. Tim Laster (Yam); 4. Patrick Wade (Kaw); 5. Warren Tittlemier (Kaw).

PRO: 1. Bill Sauro (Hon); 2. Bryan Nelson (Yam); 3. Chris Neitzel (Suz).

500 NOV: 1. Norm Schiel (Hon).

JR VET BEG: 1. Ray Belker (Kaw).

JR VET NOV: 1. Bob Gorman (Yam); 2. Gabi Abayou (Hon); 3. Chris Walnet (Yam); 4. Bruce Richards (Kaw); 5. Johnny Urban (Yam).

JR VET INT: 1. Chris Reed (Kaw); 2. Tim Konkol (Yam).

VET BEG: 1. Dante Herrera (Hbg); 2. Kenard Lipscomb (Yam); 3. Russ Schouler (Hon); 4. John MacMiller (Suz); 5. Tim Wiedmann (Suz).

VET NOV: 1. Bruce Richards (Kaw); 2. Mark Fields (Yam); 3. Gary Guercio (Hon); 4. Ray Ritzler (Kaw); 5. David Williams (Hon).

VET INT: 1. Mike Licitra (Kaw); 2. Randy Wilkins (Suz); 3. Vincent Baioni (Hon); 4. Chad Nelson (Yam); 5. Darren Staffer (Hon).

VET EX-PRO: 1. Bryan Nelson (Yam); 2. Joe Hopkins (Kaw); 3. Jimmy Roberts (Hon); 4. Tim Telford (Hon).

SR BEG-NOV: 1. Tony Schuler (Yam); 2. Grant Moore Sr. (Hon); 3. Bob Dunham (Yam); 4. Mike McGee (Kaw); 5. David Hagberg (Hon).

SR INT-EX: 1. Edwardo Flippo (Hon); 2. Jack Miller (Yam); 3. Norm Schiel (Hon).

O/T NOV: 1. Bob Klatt (Kaw); 2. John Webb (Hon); 3. Frank Derby (Hon); 4. Dave Rutledge (Hon); 5. Steve Popjoy (Kaw).

O/T AM: 1. Charles Howell (Yam); 2. Jeff Hawthorne (Suz); 3. Steve Jennings (Yam); 4. Jeff Peyron (KTM); 5. Hank Owen (Kaw).

O/T EX: 1. Kirk Freeman (Yam); 2. Larry Williams (Yam); 3. Scott McDonnal (Hon); 4. Bob Dunham (Yam); 5. Steve Basmajian (Yam).

O/T MSTR A: 1. Mark Gambetta (Yam); 2. Edwardo Flippo (Hon); 3. Alan Delarge (Hon).

O/T MSTR B: 1. Ernie Kopasz (Yam); 2. Norm Schiel (Hon); 3. Bob Hurst (Yam); 4. Bill Carr (Hon); 5. Mark Neal (KTM).

Kruger captures NEK HS

By Brad Jones

WESTMORELAND, KS, OCT. 11

Topeka KTM/Race Tech/Flat Land Racing's Mike Kruger came away with his second win of the Kansas Hare Scramble Championship series in Westmoreland.

While Kruger suffered a last-place start on the MX-style starting gate, Tom Klimm, aboard a Walker Racing KTM, took the lead early. Shane Dipasquale ran second, with Randy Weekley tailing him. Weekley finally got by, and Dipasquale then fell victim to a hard-charging Kruger.

At the one-hour mark, Weekley slowed and Kruger took over second. Seeing his riding buddy, Klimm slowed down, letting Kruger catch up. In an impressive display of riding, the two riders lapped most of the field twice. On the last lap, however, in one of the creek crossings, a lapped rider got in the way. Kruger slipped into the lead, passing Klimm. Moments later, Klimm attempted to repass, only to fall into the creek. Seeing his friend in trouble, Kruger stopped and helped pull the muddy machine out of the knee-deep water. With plenty of time on the rest of the field, Kruger went on to win, with Klimm pulling into the checkers a minute later, still dripping wet from his little excursion into the creek.

Results

AA: 1. Mike Kruger (KTM); 2. Tom Klimm (KTM); 3. Randy Weekley (G-G); 4. Shane Dipasquale (G-G).

A: 1. Mark Sunneberg (Kaw); 2. Mark Schober (Yam); 3. Jerry Moore (Yam).

B: 1. Larry Barger (Kaw); 2. Paul Dipasquale (ATK); 3. Robert Hynson (Yam); 4. Aaron Holl (Kaw); 5. Ryan Hyde (Kaw).

105: 1. David Watts (Hon); 2. Justin Jackson (Kaw).

200 C: 1. Shawn Gowing (Yam); 2. Andrea Ayers (Yam); 3. Bryan Donley (KTM); 4. Brandon Weekley (Hon).

250 C: 1. Kevin Long (KTM); 2. Mark Brunk (Kaw); 3. Scott Henion (KTM).

OPEN C: 1. Adrian Bryant (ATK); 2. Matt Yates (Kaw).

35+ C: 1. Robert Wood (Suz); 2. Steve Glass (KTM); 3. Steve Henion (KTM); 4. Glenn Leeds (KTM); 5. Jim Dittmer (KTM).

50+: 1. Bob Copeland (Kaw); 2. Dennis Gowing (Kaw); 3. John Ayers (Kaw); 4. Bill Hyde (Kaw); 5. Dennis Huffaker (Hon).

TR: 1. Leighton Schafer; 2. Kirk Jackson; 3. Matt Miller; 4. Jase Jackson; 5. Scott Dugan.

Tyeryar, Sweeten, Mullen double Path Valley ST

By Len Breech

WILLOW HILL, PA, OCT. 17

Joey Tyeryar, Bob Sweeten and Don Mullen closed out the Districts 6 and 7 short-track season with a pair of wins apiece at the Winsett-Flowers/Two Wheel Promotions short track at Path Valley Speedway.

For Tyeryar, the wins in the 250cc and 600cc B classes might be his last for a year or so, as he turns Expert next year. Since Sweeten turned Expert almost 30 years ago, it was just another night at the office, as he easily won the Over 40 contest and came out on top of a fierce three-rider battle to take the 250cc A win. Mullen took the 600cc A-class win and battled Todd Kendig for the Sportsman final. Other A winners were Dallas Baer in the Over 30 race and Raun Wood, who took the 500cc A main.

Amateur winners included some of the seasonlong winners, such as Chris Klinefelter in the 125cc B class, and John Lewis, who easily won the 65cc class. Other winners came from a group that has collectively come on strong in the later months of the season, such as Zach Calcutt in the 85s, Jeff Haldeman in the 50cc (7-8) group, and John Long, who took his second straight 50cc (4-6) win. It seemed as though the 50cc Oil-Injected main would have a first-time winner, but racelong leader Brett Pugh backed off the throttle just enough coming off the final turn to let Mitch Harvat slip by for the win.

The 250cc classes featured some of the closet races of the night. In the A division, Georgie Price IV, Mullen, Sweeten and Joe Zydinsky put a few lengths on the rest of the field after the first lap. After a few more laps, the fierce battle the front three were waging pulled them several yards in front of Zydinsky. With Price and Mullen running tire to tire on the inside, Sweeten went to the outside of the groove and gradually worked his way by Mullen and went into the lead as the group led the sixth lap. While he led across the line, the front three ran the entire race under an invisible blanket, and Sweeten took the flag by inches.

The B division immediately followed, with Tyeryar taking the lead from Jared Mees, Mike Brabson, Timmy Mitchell and Shawn Baer. While Tyeryar and Mees quickly put a few lengths on the others, Shawn Baer really took to the power of the Jim Haas Kawasaki, using the outside line to work his way into third by lap three. At about the halfway point, Mees got beside Tyeryar and ran several laps side by side, but he just didn't have the extra power to get by. On the last lap, he got a little crossed up coming off the last turn, and Tyeryar was clearly in front to the end.

Mullen jumped to the front of the 600cc A final, with Todd Kendig, Sweeten, Price and Jake Johnson. After seeing how well the outside line worked earlier, Price went up there on his KTM and got by Sweeten on the second lap and gradually worked his way by Kendig by the sixth lap, but he ran out of laps before he could mount a serious challenge to Mullen, who won - and who later returned for the Sportsman final win, as well.

Results

50 (4-6): 1. John Long (Lem); 2. Andrew Smith (Act).

50 (7-8): 1. Jeff Haldeman (Lem); 2. Megan James (Act); 3. Brandon Robinson (Act); 4. Evan Baer (Act); 5. Bryan DeMuro (Act).

50 OIL-INJ: 1. Mitch Harvat (Yam); 2. Brett Pugh (Yam); 3. R.J. Hart (Yam); 4. Max Harvat (Yam).

65: 1. John Lewis (Kaw); 2. Jeff Haldeman (Hon); 3. Brandon Robinson (Kaw); 4. Megan James (Kaw); 5. Evan Baer (Kaw).

85: 1. Zach Calcutt (Hon); 2. Travis Sennett (Yam); 3. John Lewis (Yam); 4. Jonathan Jordan (Kaw); 5. Bryan Armstrong (Hon).

100: 1. Paul Crumling (Hon); 2. Travis Sennett (Yam); 3. Jimmy Owens (Yam); 4. Mark Stambaugh (Hon); 5. Billy Stillwell (Hon).

125 SCHBY: 1. Jonathan Reid (KTM); 2. Robby Reynolds (Hon).

125 B: 1. Chris Klinefelter (Hon); 2. Jared Mees (Hon); 3. Shawn Baer (Yam); 4. Jimmy Owens (Hon); 5. Zach Calcutt (Suz).

250 A: 1. Bob Sweeten (Hon); 2. Georgie Price (Hon); 3. Don Mullen Jr. (Suz); 4. Joe Zydinsky (Hon); 5. Jake Johnson (Hon).

250 B: 1. Joey Tyeryar (Yam); 2. Jared Mees (Hon); 3. Shawn Baer (Kaw); 4. Mike Brabson (Hon); 5. Timmy Mitchell (Yam).

500 A 2-VALVE: 1. Raun Wood (Yam); 2. Dave Smith (Yam); 3. Nick Taylor (Yam); 4. John Winsett (Yam); 5. Larry Weiss (Yam).

600 A: 1. Don Mullen Jr. (Rtx); 2. Georgie Price (KTM); 3. Todd Kendig (Rtx); 4. Bob Sweeten (Rtx); 5. Jake Johnson (KTM).

600 B: 1. Joey Tyeryar (Rtx); 2. Billy Stillwell (Rtx); 3. Timmy Mitchell (Yam); 4. Ray Stillwell (Rtx); 5. Tom Norton (Hon).

750 A: 1. Nick Taylor (Yam).

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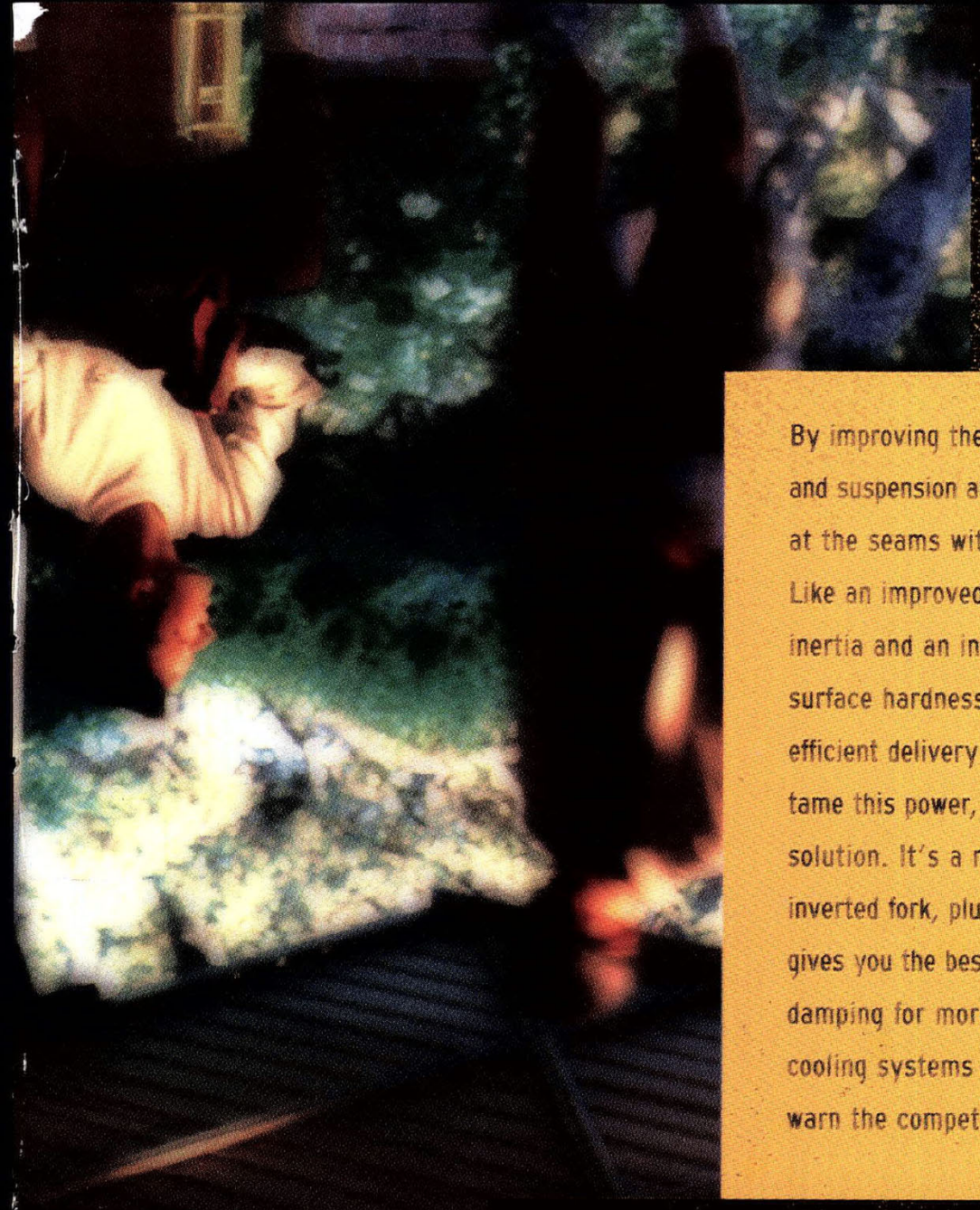


With a new, inverted, twin-chamber fork, improved exhaust valve system and more responsive rear suspension, Suzuki will change the way you look at motocross bikes.

By improving the RM, Suzuki took everything you thought about racing, power-delivery and suspension and turned it upside down. Take the RM250. With an engine already bulging at the seams with raw muscle, Suzuki still found ways to wring out more horsepower. Like an improved exhaust valve system, revised porting and timing, reduced crankshaft inertia and an innovative, Black Fluoro-compound surface treated piston that increases surface hardness and reduces friction. Put all this together and you get unbelievably efficient delivery of power in the mid-to-high range. Right where you need it. And to help tame this power, Suzuki worked night and day and came up with the ultimate suspension solution. It's a new, inverted, twin-chamber fork that gives you all the rigidity of an inverted fork, plus the plushness found in the best conventional forks. Finally, a fork that gives you the best of both worlds. The RM also has a new rear shock with more progressive damping for more control in big hits and small. And, after improving the braking and cooling systems and making some key frame modifications, all that was left to do was warn the competition. But it's not just the RM250 that got the once-over.

RM125: The RM250's "little brother" refuses to act like one. In addition to getting all the same suspension mods as the 250, this trophy-hunter gets a new 38mm Keihin carb with power jet, retuned CDI, increase in clutch capacity and the same new Black Fluoro-compound surface treated piston as the 250.

RM80: More and more future legends seem to be turning up on this little beast. With what many believe to be the best engine in its class, it's no wonder.

RM125

RM80

CONTINGENCY: With over $3.7 million posted in '99, riding a Suzuki is like money in the bank. And Suzuki gives you track-side tech support at tons of events. So let's see, if you have an RM under you, you'll have Suzuki behind you and some cold, hard cash in front of you. Looks pretty good, eh?

SUZUKI GOOD SCHOLAR PROGRAM: The Suzuki Good Scholar Program is simple, really. Study as hard as you ride and you could be eligible for a savings bond. See, learning can be fun.

RM CUP CHALLENGE: At the end of the year, we invite the best RM riders together for one big, tooth-and-nail battle of champions.

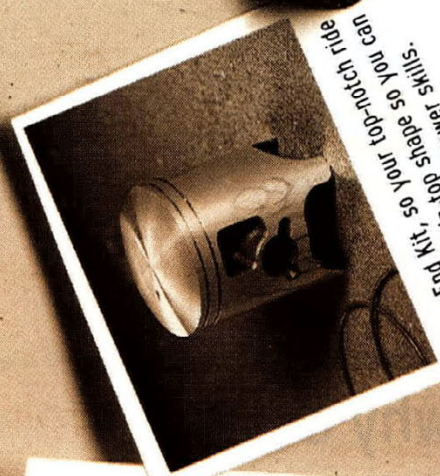
TONY D. MOTOCROSS SCHOOL: When you pick up a new RM, you'll get free admission to the Tony D. Motocross School where you'll learn how to humiliate the competition from the best.

BOTTOM LINE: The new Suzuki RMs deliver more of the heart-pumping horsepower you want and give you the ultimate suspension to manage it. All this adds up to more power, more control and more room in your garage for things like big, gleaming trophies.

SUZUKI®

Look at it this way, if you pick up a new RM250, RM125 or RM80 before January 31st you'll also get a Pro Rider Package free. Like the name says, the Pro Rider Package is a package of free stuff that will help you look and ride like a pro. Did we mention that it's absolutely free? And if free is good, then Suzuki is lookin' real good.

Extra levers, because they might get a little worn out while you're wearing out the competition.



A Top End Kit, so your top-notch ride can stay in tip-top shape so you can show off your top-drawer skills.

The best way to wear your Suzuki pride, besides that big grin on your face.

A set of new tires, so you can tear up the competition without tearing up your wallet. (Wheels not included.)

NO MATTER HOW YOU LOOK AT IT, FREE IS GOOD.

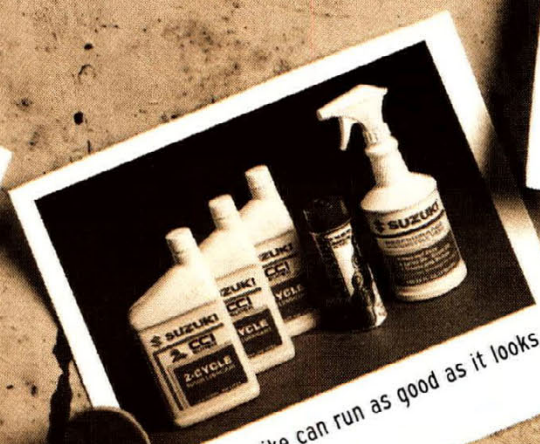
There's only two ways to look good carrying around a bunch of gear. And since you're not a professional model, we suggest going with option two here.

The bike stand that's also a carrying case. Is there anything this Moto Box can't do? Cost you money, that's what.

A QUICK LOOK AT WHAT YOU GET.

	RM80	RM125	RM250
Set of Tires	X	X	X
Lever Kit	X	X	X
Top End Kit			X
Moto Box	X		X
Graphics Kit		X	X
Gear Bag	X	X	X
Hat	X	X	X
T-shirt		X	X
Oil	X		X
Chain Lube		X	X
Cycle Wash		X	X
Retail Value*	Over $200	Over $325	Over $450

No matter how they look at you, you'll look good. And when you look good, you feel good. When you feel good, you ride good. And...well, you get the point.



Now your bike can run as good as it looks, and vice versa.

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CALL 1-800-828-RIDE OR VISIT US ON THE WEB AT WWW.SUZUKI.COM FOR MORE INFORMATION. Buyer must complete purchase by January 31, 1999. Restrictions apply. See participating Suzuki dealers for details. *Approximate value. Offer applies to 1999 RM250, RM125, RM80 and 1998 RM80 only.

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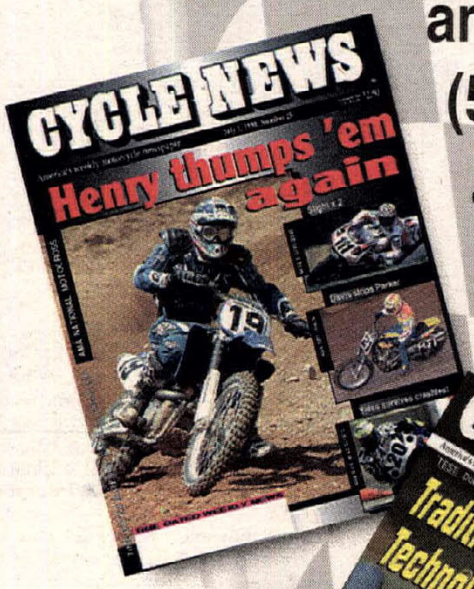

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(Left) Nick Metcalf won every class he entered at the Green Acres MX park in Marion, Kansas.
(Above) Overall winner Dan Rocke (89) leads the Auto (4-6) class while Richard Witake (8) loses the front end while giving chase at the Timberline Cycle Ranch in Indiana.

30+: 1. Dallas Baer (Rtx); 2. Nick Taylor (Yam); 3. Ten Marczyk (Hon); 4. Mike Keane (Hbg); 5. John Davis (Hon).

40+: 1. Bob Sweeten (Rtx); 2. Larry Burkholder (Hon); 3. Mike Keane (Kaw); 4. Bruce Miller (Hon); 5. John Davis (Hon).

SPTSMN: 1. Don Mullen Jr.; 2. Todd Kendig (Rtx); 3. Joe Zydinsky (Rtx).

Metcalf shines at Green Acres Motocross

By Craig Cole

MARION, KS, OCT. 25

Nick Metcalf made the best of his first KORR race as a Pro by winning every moto he entered, including the half-time Dash For Cash, at the Fall Championships held at Green Acres MX Park. But the recently crowned AMA 125cc B Champion - riding two Suzukis so new they had his number one handwritten on otherwise blank number plates - would have to work for each checkered flag.

Kawasaki-mounted Matt Smith took the holeshot in the first 125cc A moto, but he was quickly overtaken by Marc Gifford and his Yamaha, with Metcalf a close third. Smith and Metcalf crashed hard as they battled for second early in the first lap, allowing the rest of the field to jet by. Smith quickly remounted, but Metcalf had to dodge oncoming traffic before he could pick up his bike and rejoin the race.

Gifford had a huge lead over Cory Grove as the first lap came to an end. Metcalf, after restarting last, had used the infield section of the track to his advantage and was already up to third, with Smith a close fourth. Smith would make a run at Metcalf down the dyke straight, but he would not be able to threaten again. By the start of the third lap, both Metcalf and Smith had passed Grove, relegating him to fourth.

The final lap saw Gifford still up front, but Metcalf was starting to apply some serious pressure. The rider from Ulysses, Kansas, made the pass for the lead at the end of the dyke straight and took the checkers going away. Gifford held on to second, with Smith coming home third.

Metcalf barely had the holeshot over Smith in moto two, but that was all he needed, as he would lead the rest of the race unchallenged. Gifford and Smith would duplicate their second- and third-place finishes from moto one in moto two.

In the 250cc A race, Metcalf had to chase Smith through most of the first moto before taking the checkered flag in the lead. Moto two saw Metcalf make quick work of the competition, much as he had in the second moto of the 125cc race, and he would spend the rest of the laps up front alone. Smith finished in second, while Gifford was third.

To cap off the weekend in style, Metcalf added the Dash For Cash win to his four moto and two overall wins and left the park with the lion's share of the Pro purse - not bad for his Pro debut.

A record number of entrants in the Post-Vintage-plus-five-years race made it one of the most competitive on the day. In moto one, David Leckner took the holeshot, with Justin Anderson and Jason Holm in tow. After the infield section and the end of lap one, Holm had passed Anderson and Leckner for the lead, and Jonas Hecker got around Keith Linderman, Anderson and Leckner for second. At the start of lap four, Tony Koehn had worked his way up to third as Holm continued to stretch out his already comfortable lead. The front three held their positions to the checkered flag.

Anderson pulled the holeshot in the second moto, with Holm and Hecker a close second and third. Holm quickly assumed the lead, bringing Hecker with him to second. The top three started to pull away from the rest of the field, but neither Hecker nor Anderson were able to improve their positions. Going 1-1 gave Holm the well-deserved overall, with Hecker taking second and Anderson third.

Results

P/W: 1. Jake Haas (Act); 2. Kimber Hardey (KTM); 3. Dylan Seeney (Act); 4. Avery Hickey (Lem); 5. Austin Russell (Yam).

60: 1. Todd Webb (Kaw); 2. Wil Hahn (Kaw); 3. Robert Spear (Kaw); 4. Jamie Siever (Kaw); 5. Kyle Mermis (Kaw).

80 JR: 1. Blake Dunn (Suz); 2. Todd Webb (Yam); 3. Andy Williams (Yam); 4. Nick May (Yam); 5. Josh Gilman (Yam).

80 SR: 1. Thomas Hahn (Hon); 2. Ryan Nett (Yam); 3. Trent Mermis (Yam); 4. Jon-Paul Powell (Hon); 5. Justin Luinstra (Kaw).

SCHBY: 1. Jeff Walters (Kaw); 2. Thomas Hahn (Hon); 3. Justin Ingram (Suz); 4. Brett Mackey (Yam); 5. Drew Byers (Yam).

125 A: 1. Nick Metcalf (Suz); 2. Marc Gifford (Yam); 3. Matt Smith (Kaw); 4. Ron Smith (Hon); 5. Cory Grove (Hon).

125 B: 1. Ryan Dirks (Yam); 2. Dan Hickey (Hon); 3. Steve Thompson (Suz); 4. Jeremy Hitschman (Hon); 5. Eric Schultz (Hon).

125 C: 1. Sheldon Herrman (Suz); 2. Scott Stevens (Yam); 3. Jon Snyder (Hon); 4. Jeff Walter (Kaw); 5. Brett Mackey (Yam).

250 A: 1. Nick Metcalf (Suz); 2. Matt Smith (Kaw); 3. Marc Gifford (Yam); 4. Carl Keough (Yam).

250 C: 1. Sheldon Herrman (Suz); 2. Scott Stevens (Yam); 3. Frank Sell Jr. (Kaw); 4. Daryl Walter (Kaw); 5. Todd Dicke (Kaw).

VET (30+) A: 1. Dave Hicks (Yam).

VET (30+) B: 1. Galen Burton (Hon); 2. Greg Gilman (Yam); 3. Bob Noland (Kaw); 4. Shawn Kirby (Kaw); 5. Mike Murphy (Yam).

VET (40+): 1. Rob Lamberte (Suz); 2. Daryl Walter (Kaw); 3. Jim Pratt (Hon); 4. Rick Bachman (Yam); 5. Paul Schartz Jr. (KTM).

VET (50+): 1. Michael Morland (Yam); 2. Tom Hunt (Hon).

OPEN OUTLAW: 1. Ryan Dirks (Yam); 2. Dan Hickey (Hon); 3. Steve Thompson (Suz); 4. Kevin Diller (Yam).

VINT: 1. Marlin Hitschman (Suz); 2. James Higgins (Yam); 3. Stan Newton (Hus).

POST-VINT +5: 1. Jason Holm (Hon); 2. Jonas Hecker (Hon); 3. Justin Anderson (Kaw); 4. Tony Koehn (Kaw); 5. Keith Linderman (Yam).

POST-VINT +10: 1. Rick Bachman (Yam); 2. Glen Burton (Kaw); 3. David Hastings (Yam); 4. Ron Schroeder (Kaw); 5. Gordon Crow (Kaw).

WMN: 1. Sarah Crofoot (Suz); 2. Dawn Schockey (Suz); 3. Robin Pangle (Yam); 4. Jessi Holm (Yam); 5. Sheri Powell (Hon).

Rocke rolls at Timberline Motocross

By Larry Witmer

ANDERSON, IN, OCT. 25

Daniel Rocke took his Cobra to double moto wins on his way to capturing the overall victory in the 4-6 age division of the Automatic 50cc class at Indiana's newest motocross track, Timberline Cycle Ranch MX.

The opening Auto (4-6) moto holeshot went to Rocke, with Andrew Dewees (the only 7-8 division rider of the day) second, with Jacob McCraner third, Richard Witake on his Cobra fourth and Derrick Holpuch fifth. Dewees took over the lead going through the finish-line area at the completion of the first lap, hitting the finish-line jump with more momentum than Rocke. Dewees rode on to the win, with Rocke coming in second. The best racing battle was for the second spot in the 4-6 division, with McCraner, Holpuch and Witake mixing it up. Witake got the nod on his Cobra.

Rocke got the second-moto holeshot, while 7- to 8-year-old-class rider Dewees was buried in a pack of 4- to 6-year-old riders. The second spot belonged to Witake, with McCraner third, Derrick Holpuch fourth and Allison Vrba fifth. Up front, Rocke was tearing up the track, pulling away from the field as Witake held off the advances of McCraner and Holpuch. As the pack entered the switchback section prior to the finish line, Witake was trying to make a move on Rocke with an inside line, but the front end washed out. This made it look like rush hour on the freeway as the riders tried to scramble around downed rider Witake; McCraner joined the soil-sample crew.

Things sorted themselves out, with Rocke getting a huge lead over 7-8 leader Dewees, and then Holpuch and Vrba. Witake and McCraner had charged back to the front, holding down the fourth and fifth spot. Rocke held his fast pace out front for the remainder of the moto, taking the win.

Disaster struck Witake when his rear wheel broke upon landing from one of the jumps.

At the checkers, it was Rocke winning the 4-6 division, with 7-8 division leader Dewees closing in. McCraner was second, good for second overall.

Results

AUTO (4-6): 1. Dan Rocke (Cob); 2. Jacob McCraner (Cob); 3. Derrick Holpuch (Cob); 4. Allison Vrba (Lem); 5. Richard Witake (Cob).

AUTO (7-8): 1. Andrew Dewees (Cob).

AUTO (4-8): 1. T.J. Beazell (Yam); 2. Jacob Rekenberger (Yam); 3. Robert Johnson (Yam); 4. Justin Witake (Yam); 5. Ken Lineberry (Yam).

60: 1. Brandon Ross (Kaw); 2. Michael Bender (Kaw); 3. Brad Bowen (Kaw); 4. Dwayne Jones (Kaw); 5. Tyler Hall (Kaw).

80 (7-11): 1. Jeff Jennings (Suz); 2. Brandon Hileman (Suz); 3. Brandon Ross (Suz); 4. Michael Bender (Suz); 5. Raymond Dean (Suz).

80 (12-15): 1. Austin Snedegar (Suz); 2. Tracy Sullivan (Hon); 3. Kyle Huening (Suz); 4. Keith Bowen (Yam); 5. Andrew Cline (Kaw).

125 (12-15): 1. Robert Turley (Suz); 2. Nathan Brown (Kaw); 3. Blakely Jones (Kaw); 4. Max Mason (Yam); 5. Chris Stringer (Suz).

16-24: 1. Brandon Harper (Suz); 2. Lance Cox (Kaw); 3. Chad Webber (Suz); 4. Brad Alford (Suz).

25+ B: 1. Bo Pritchett (Hon); 2. Brian Kielian (Hon); 3. David McHenry (Kaw); 4. Tim Kraus (Hon); 5. Tim Roberts (Hon).

30+ A: 1. Larry Witmer (Suz); 2. David Stover (Kaw); 3. Jon Darmon (Suz); 4. Dean Stover (Hon); 5. Terry Strunk (Hon).

30+ B: 1. Doug Robertson (Kaw); 2. Brian Kielian (Hon); 3. Jon Dewees (Hon); 4. Michael Hileman (Suz).

40+: 1. Larry Witmer (Suz); 2. Tony Williams (Hon); 3. Doug Baron (KTM); 4. Kevin Callahan (Yam).

125 A: 1. Scott Metz (Suz); 2. Kevin Studley (Suz); 3. Terry Strunk (Hon).

125 B: 1. Joe Snedegar (Suz); 2. Brandon Harper (Suz); 3. Lance Cox (Kaw); 4. Glenn Graham; 5. Nathan Brown (Kaw).

125 C: 1. Max Mason (Yam); 2. Brandon Trostle (Hon); 3. Aaron Leonard (Yam); 4. Ryan Caudill (Kaw); 5. Matt Featherston (Kaw).

125 D: 1. Don Rainey (Suz); 2. Adam Booth (Yam); 3. Joe Goodman (Hon); 4. William Gruwell (Suz); 5. Egan Callahan (Yam).

250 A: 1. David Stover (Kaw); 2. Mike Warmoth (Hon); 3. Dean Stover (Hon); 4. Shawn Felix (Kaw).

250 B: 1. Bo Pritchett (Hon); 2. Chad Carey (Yam).

Goodman better at Mount Vernon Hillclimb

By Bud Northrup

MOUNT VERNON, IL, OCT. 3

The King City Dirt Riders hosted the last hillclimb weekend of the District 15 and 17 1998 season on their 160-foot hill near Mount Vernon, and 15-year-old Mark Goodman Jr. turned the fast time of the day in exhibition-class action. Andy Fortner was the only double class winner, and he tied with Rodney Riddle for Amateur Fast Time.

Riddell set his fast time in the Open class, running an excellent 4.222 seconds on his massive Kawasaki four-cylinder fire-breather to take the class win away from Randy "Buzz" Green, who had just carded a 4.230 on his Harley. Bob Fisher finished third on his Superior Cycle Sportster with a 4.379. Ron Mayo and Steve Shafer filled the top five.

Fortner's first win and fast Amateur time came in the 250cc class, in which he also turned a 4.222-second time on his Suzuki RM250. The ride came in second-round action, as he came from behind to overtake Goodman, who had carded a very good 4.252-second time on his KX250 to take the class lead and move up briefly on the fast-time bubble. Tom Daniels, Gary Edmison and Kevin McKay filled out the top five in the class.

Goodman, however, was faster than either Fortner or Riddell, as he set the overall fast time with a 4.212-second run in the Stock class aboard his new CR500. Fortner finished second on his CR250, well off Goodman's time, with a 4.729. Edmison came next, with Jason Chesney and Chris Jester following.

Fortner's second win came in the always fast and tough 600cc class, but he put that win in his pocket with his first ride, a 4.339-second run on his CR500. No one could match that time, but Honda-mounted Scott Petty was close with his 4.367. Roger Riddell Jr., Scott Pierce and Darrell Trent filled out the top five.

In other Amateur-class action, Jason Rieck claimed the 200cc win, with Edmison in second, while Brent Stewart took the 400cc win with John Potter behind. John Hillard won the 750cc class, just ahead of Fortner. Green claimed the Pushrod victory, with Scott Sheets second, and Scott Pierce won the Senior class, with Gayle Jenkins taking second.

In Youth racing, Taylor Bruce claimed the 50cc-class win with an 81-foot effort on his Honda, while Blake Cappello claimed second on his Lem with a 75-foot run. Nick Mayo topped the hill in 5.418 seconds on his CR80 to take the 85cc-class win, with Jared Hayes claiming the second-place trophy on his KX80 with a 6.337-second time.

Results

50 YTH: 1. Taylor Bruce; 2. Blake Cappello; 3. Tom Bruce; 4. Holly Hayes; 5. Jon Chesney.

85 YTH: 1. Nick Mayo; 2. Jared Hayes; 3. Damon Mayo; 4. Ricky Clark; 5. Jacob Tackitt.

200: 1. Jason Rieck; 2. Gary Edmison; 3. Matt Weaver; 4. Becka Williams; 5. Scott Sheets Jr.

250: 1. Andy Fortner; 2. Mark Goodman Jr.; 3. Tom Daniels; 4. Gary Edmison; 5. Kevin McKay.

400: 1. Brent Stewart; 2. John Potter; 3. John Hillard; 4. Steve Shafer; 5. Doug Gillespie.

600: 1. Andy Fortner; 2. Scott Petty; 3. Roger Riddell; 4. Scott Pierce; 5. Darrell Trent.

750: 1. John Hillard; 2. Andy Fortner; 3. Tom Daniels; 4. Mike Salkovich; 5. Cory Shuler.

OPEN: 1. Rodney Riddell; 2. Randy Green; 3. Bob Fisher; 4. Ronnie Mayo; 5. Steve Shafer.

PROD: 1. Randy Green; 2. Scott Sheets Jr.; 3. Steve Shafer; 4. John Potter.

SR: 1. Scott Pierce; 2. Gayle Jenkins; 3. Kevin Weaver; 4. Kevin McKay; 5. Craig DeHart.

STK: 1. Mark Goodman; 2. Andy Fortner; 3. Gary Edmison; 4. Jason Chesney; 5. Chris Jester.

FAST TIME AM: Rodney Riddell.

FAST TIME O/A: Mark Goodman Jr.

Partin comes up big at Red Bud banquet

By Larry Witmer

BUCHANAN, MI, OCT. 24

Larry "Bo" Partin won the luck of the draw Saturday, taking home the Classic Enclosed Racing V Nose Trailer at the Red Bud Super Series season-ending banquet.

"Wow, this trailer is great!" exclaimed an excited Partin.

Another big winner at the banquet was Nick Adams, a Team Green/Answer/FMF rider who competes in the 80cc (7-11) division. His name was drawn for the number-two prize to win a Riva Jog moped, courtesy of North End Cycle of Elkhart, Indiana.

Factory Pro Rider outfits were given away to the lucky riders attending the banquet. The Fox outfit with the number 19 on it had belonged to the new 250cc National Champion, Doug Henry. A jubilant Chad Fox claimed the champion's Fox outfit when his name was drawn.

About 300 people attended the dinner. After the meal, the top riders claimed their goodie bags and a Super Series sweatshirt with a likeness of Mike LaRocco on the back.

King feted at Speedway banquet

By Elaine Jones

NEWPORT BEACH, CA, OCT. 25

The place was the very happening Speedway Cafe in Newport Beach. For anyone who likes motor sports, this is the place to go, as it is full of memorabilia, not to mention some fantastic bikes and cars. International Speedway put together a fun night to honor all the riders who participated in the 1998 season. After a delicious buffet, everyone gathered around for the presentations and many door prizes.

The first award was very special and was presented by reigning Junior Speedway Champion Ryan Fisher to Jerry King. King has been the starter at Costa Mesa for 25 years, and the award was to honor his great support of Junior Speedway.

The magic number 25 also played a role in the second special award, and this one went to Bobby Schwartz for his 25 years of racing. Schwartz continues to race - and win - with his textbook style and form.

The Hard Luck award went to Charles Ermolenko. Ermolenko started the season by winning the Scratch main event, but a crash a few weeks later cut his season short. He made it back and got enough rides in to make the National.

The Best Showman award went to Ed Castro. Castro is fearless when the tape comes up, and he will go to the outside and hold the throttle wide open. Even though he is taking the long way around, he makes passes, and the fans love his wide-open style.

The Best Sportsman Award went to Joe Winston, who epitomizes the kind of rider speedway is looking for. He presents himself well to the fans, always has time for the kids and is always ready to go with well-prepared equipment.

The Rookie of the Year award went to Charlie Cooley. He finished in the top 15, and his best finish was second in a Handicap main. Cooley did a lot of homework, putting in many hours at Maley's ranch to reach the level at which he was riding all season. He earned himself a spot as a reserve at the National, and when he got the rides, he put points on the board.

The point fund, at $10,000, was the largest it has ever been, due to the efforts of Brad Oxley and Laurie Oxley Priest. The top finisher in points in the First Division was Brad Oxley, who had one of his best seasons, not just for finishing first in the points but also with his second-place finish at the National. Rounding out the top 10 were Shawn McConnell, Bobby Schwartz, Charlie Venegas, Gary Hicks, Andy Northrup, Ed Castro, Chris Manchester, Randy DiFrancesco and John Aden.

For the second time, Randy Skinner captured the High Point trophy in the Second Division. The top four behind Randy were Joe Winston, Bryan Thompson, Tom Buckingham and Marvin Sonnier.

Bart Bast, the 1998 Coors Light U.S. National Champ, was married Saturday, but he came to the banquet with his new bride, making it a perfect ending to a really great Speedway season.

Chandler too hot at Tablerock Supercross

By Chris Norman

MORGANTON, NC, OCT. 25

Dustin Chandler found his groove as he came from behind to win the 60cc (7-9) class at Tablerock SX. Chandler then backed this up with a win in the 50cc (4-6) class.

In the 60cc (7-9) class, Mack Dickson got the holeshot and kept Chandler behind him for half of the race. Chandler made several attempts to pass, but Dickson was up to the challenge and

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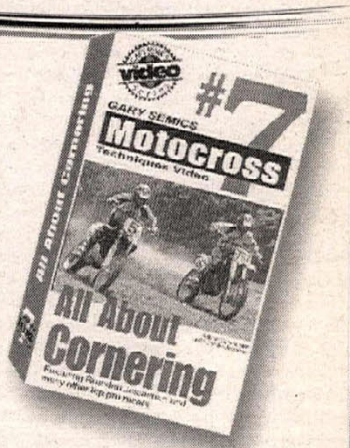
(#42) Once you know all the basic techniques for cornering and braking it's time to learn and practice the methods and strategies found in Techniques Video #7. This video will show you the most effective ways to practice in order to improve your cornering speed and control. Branden Jesseman is the featured rider who will demonstrate most of the practice methods and strategies. There are also many other riders performing in this video like Jeremy McGrath, John Dowd, Kevin Windham, Stephane Roncada, Ezra Lusk, Gary Semics and many more. Most of the action was shot from The Gary Semics Motocross School track in Ohio, The Glen Helen AMA 125 and 250 Pro National in 1998, and some awesome practice tracks in Pennsylvania and Southern California. "You Will Become a Better Rider!"



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held Chandler at bay. On the fourth lap, Dickson went wide in the turn after the start straight, allowing Chandler to cut inside and take the lead. Dickson stayed with Chandler the rest of the race but could not make a pass. The end of the race saw Chandler taking the win, Dickson taking second and Josh Trivette third.

In the 50cc (4-6) class, Chandler got the holeshot, with Dickson right on his rear fender. These two pulled away from the rest of the pack until Dickson crashed in the whoops on the fourth lap. He remounted quickly but could not catch Chandler, who won the race easily. Dickson took second, with Dylan Cline taking third.

In Unlimited C/D action, Jason Libera was in front of Brian Bolic and Jeremy Saunders as they came out of the first turn. They remained in that order for most of the race, putting on a good show for the fans, as each rider was clearing the tabletop jump and doing the triple on each lap. Bolic bobbled after the triple jump, allowing Saunders to pass. Saunders challenged Libera but could not pull off a pass. The flag fell with Libera in first, Saunders in second and Bolic in third. However, in the 125cc C class, Saunders led Libera from start to finish to take the win, with Libera netting second.

In the 250cc D racing, Ross Parsons got the early lead over David Philyan and Charles Brown, but on the third lap, Parsons cased a double jump, allowing Philyan to pass and lead for two laps before Parsons was able to pass him back. Parsons held on for the win, with Philyan second and Brown third.

Results

50 (4-6): 1. Dustin Chandler (Cob); 2. Mack Dickson (Cob); 3. Dylan Cline (KTM); 4. Dylan Rector (KTM); 5. Gavin Whittington (Yam).

50 (7-8): 1. Anna Norman (Lem).

60 (7-9): 1. Dustin Chandler (Cob); 2. Mack Dickson (Cob); 3. Josh Trivette (Kaw).

60 (10-11): 1. Andrew Norman (Kaw).

80 D: 1. Allan Norman (Kaw); 2. Scott Norman (Suz).

SR MINI: 1. Scott Norman (Suz); 2. Paul Brittain (Hon).

S/MINI: 1. Allen Norman (Kaw).

125 C: 1. Jeremy Saunders (Hon); 2. Jason Libera (Yam).

125 D: 1. Daniel Golds (Hon); 2. Dennis Simmons (Yam).

250 D: 1. Ross Parsons (Hon); 2. David Philyan (Kaw); 3. Charles Brown (Suz).

U/L C/D: 1. Jason Libera (Yam); 2. Jeremy Saunders (Hon); 3. Brian Bolic (Suz); 4. Dennis Simmons (Yam).

25+: 1. Ross Parsons (Hon).

25+ A: 1. Sam Reece (Suz).

ENDR: 1. Jesse Crow (Kaw).

Gonzalez speedy at Extreme Motocross

By Gary Ober

McALLEN, TX, OCT. 24-25

Pedro Gonzalez was the man to beat at the motocross portion of the two-day MEG Monster Truck National and Extreme Motocross Racing Series at the sold-out Rio Grande Speedway. The Valley Yamaha of Pharr/Best Western Hotels-sponsored event attracted some of the hottest motocross racers in South Texas and Mexico, who came to compete for their share of the MEG purse. There was also a freestyle jump contest for an additional purse.

Multi-time Mexican National Champion Gonzalez nailed the holeshot in Saturday night's main event. McAllen Motor Sports-backed Rene Gomez, Throttle Jockey/F&S Suzuki-mounted Justin Carter, Corpus Christi Motorsports' Shane McGee and All Brand Cycles' Brandon Cameron all did their best to hang with Gonzalez, but he was in a class of his own and ran away from the field. The battle for second place was still up for grabs until Carter shut the door on Gomez, McGee, Cameron and Torres. Gomez finished the day with third place, in front of McGee, Torres, Cameron, Mike Heggie and Tim Maley.

The jump contest on Saturday night included entries by McGee, Cameron, Gonzalez, Carter and young gun Travis Brandt. All of these riders put on a spectacular show, but in the end it was a tie between Gonzales and hometown favorite Cameron.

On Sunday, Kawasaki of Mexico/Tecate-backed Gonzalez pulled the holeshot once again to jump right into the lead and then rode to another largely uncontested win. Caesar Lombrana was right on Gonzalez's rear fender, as was Sound Advice-sponsored Mike Maley. Gabriel Guardado and Team Kapul VP Racing Fuels-backed Bryan Monjaras went for the outside line, with Shane McGee, Torres, Carter and Levi Woolverton all banging bars midpack. With a wild last-chance attempt at a better finish, Woolverton tried the outside line and crashed. He was back up in a flash, but the pack was long gone, along with Woolverton's chance for some cash. Maley ended extremely well, as he battled his way to a second-place finish. Meanwhile, McGee, Gabriel Guardado, Monjaras and Carter were mixing it up, swapping places to the crowd's delight. But it was Honda rider Guardado who claimed third place for the day. McGee and Monjaras rounded out the top five.

Cameron won the Jump Contest on Sunday, beating some heavies, including Gonzales, Carter, McGee and "Wild Man" Guardado.

Winner Pedro Gonzalez (47) nails the holeshot at the start of the Extreme MX race in McAllen, Texas, followed by Caesar Lombrana (8), Gabriel Guardado (311), Bryan Monjaras (22) and the rest.

Results

Saturday

MAIN: 1. Pedro Gonzalez (Kaw); 2. Justin Carter (Suz); 3. Rene Gomez (Yam); 4. Shane McGee (Kaw); 5. Joel Torres (Yam).

Sunday

MAIN: 1. Pedro Gonzales (Kaw); 2. Mike Maley (Hon); 3. Gabriel Guardado (Hon); 4. Shane McGee (Kaw); 5. Bryan Monjaras (Yam).

Tait such a Rush at Buttonwillow Road Race

By Melissa Shimmin

BUTTONWILLOW, CA, OCT. 11

Near-perfect racing conditions were the order of the day at the final round of the American Federation of Motorcyclists 1998 road racing season, where Tait Rush proved that he was worthy of the 250cc Superbike crown by scoring the class victory.

The 250cc Superbike and Formula Three classes were scheduled as the first race of the day. The flash of green signaled that the 250cc Superbike race was under way. With his typical panache, Rush took a commanding lead and never looked back, but second place was another matter. Phillip Torres trailed Rush for the first three laps, with Robert Pabon a distant third. Slowly, Pabon began to reel in Torres. With each lap, the gap slowly closed. On the fourth lap, Pabon made his move, passing Torres deftly. Torres pursued valiantly but it was clear that the distance was too great when Pabon glanced over his shoulder as they headed to the checkered.

In the second race of the day, Donny Green ran away with Open Superbike event on his Yamaha YZF-R1. By the second lap, his lead was insurmountable. Mike Rawlings followed, a far-off second, while Don Rudolfs tried to reel him in. On the fifth lap, however, Paul Orlandi passed Rudolfs on the brakes at the entrance of turn one and took over third.

Timothy Kamholz led the 600cc Superbike event right from turn one, with Brian Parriot, David Wasson and Mark Foster hot on his heels. After three laps, Parriot dived under Kamholz on the brakes going into turn one. Foster clung to Parriot's rear wheel - much like an errant sock with too much static cling - passing Kamholz as well, and determined not to let too much ground get between him and the new leader. Unfortunately for Foster, static cling is one of those things that are difficult to get rid of, and thus he was unable to break away from Parriot. Foster ended up finishing the race in second, behind Parriot, with Kamholz in third.

Results

F-PACIFIC: 1. Jeff Short (Suz); 2. Cory Call"(Suz); 3. Mark Foster (Kaw); 4. Jeff Hagan (Kaw); 5. Brian Parriott (Hon).

OPEN S/BK: 1. Donald Greene (Yam); 2. Mike Rawlings (Hon); 3. Paul Orlandi (Duc); 4. Don Rudolfs (Yam); 5. Dean Perry (Suz).

750 S/BK: 1. Jeff Short (Suz); 2. Cory Call (Suz); 3. Mark C. Foster (Kaw); 4. William Scott (Kaw); 5. Brett Lynn (Suz).

600 S/BK: 1. Brian Parriott (Hon); 2. Mark C. Foster (Hon); 3. Timothy G. Kamholz (Suz); 4. David Wasson (Suz); 5. Vince Hask.

450 S/BK: 1. Doug Pitcock (Yam); 2. Dennis Presiloski (Yam); 3. Mark Kayfez (Yam); 4. David Chowenhill (Kaw); 5. Thomas Dorsey (Kaw).

250 S/BK: 1. Tait Rush (Yam); 2. Robert Pabon (Yam); 3. Phillip Torres (Yam); 4. Franz Oehler (Apr); 5. Phillip Cagle (Yam).

OPEN PROD: 1. Donald Greene (Yam); 2. James J. King (Yam); 3. William Jason Majors (Yam); 4. Scott Sullivan (Hon); 5. Richard Thorwaldson (Hon).

750 PROD: 1. Kevin Scott (Kaw); 2. Jeff Hagan (Suz); 3. Brian Shannon (Suz); 4. Gary Jaehne (Suz); 5. Jimmy Capell (Suz).

600 PROD: 1. Timothy G. Kamholz (Suz); 2. Brian Parriott (Hon); 3. David Wasson (Suz); 4. Charles Ho (Suz); 5. Kevin Carter (Hon).

450 PROD: 1. Dennis Presiloski (Yam); 2. Mark Kayfez (Yam); 3. John Gonzales (Yam); 4. Jason Butler (Yam); 5. Robert Kirchman (Yam).

250 PROD: 1. Brian Bartlow (Kaw); 2. Francis J. Mazur (Kaw); 3. Chris McGrail (Kaw); 4. Robert Kennedy (Kaw); 5. Steve Chan (Kaw).

OPEN GP: 1. Mike Rawlings (Hon); 2. Brian Long (Suz); 3. Bob Siebenhaar (Hon); 4. Jim Fife (Suz); 5. Don Rudolfs (Yam).

F-1: 1. Cory Call (Suz); 2. Zach Kimsey (Kaw); 3. Paul Doyle (Yam); 4. Vince Hask (Hon); 5. David Hartman (Suz).

F-2: 1. Brian Le Fevre (Yam); 2. Ed Marchini (Hon); 3. Dave Mason (Yam); 4. Richard Snowden (Hon); 5. Daniel Reeser (Yam).

F-3: 1. Michael R. Hannas II (Hon); 2. Ben Solis (Hon); 3. Scott Geer (Hon); 4. Peter A. Hofmann (Hon); 5. Chris Wallace (Hon).

OPEN F-TW: 1. Ken Hill (Hon); 2. Brian Long (Suz); 3. Robert Hayashida (Hon); 4. Gary Jaehne (Suz); 5. Mark A. Bergman (Duc).

650 TW: 1. Jim Davis (Hon); 2. Mark Thorpe (Hon); 3. Blake Lawson (Hon); 4. Jonathan E. Forman (Hon); 5. Ken Baer (Kaw).

500 TW: 1. Simon Forder (Kaw); 2. David Chowenhill (Kaw); 3. Thomas B. Dorsey (Kaw); 4. Bill Fordyce (Kaw); 5. Brian Bartlow (Kaw).

F-SGL: 1. Jimmy Williams (Hus); 2. Eugene Mosier (Yam); 3. Don Jones (Spo); 4. Robert Anderson (Yam); 5. John Duhig (Hon).

VINT 0-450: 1. Bernard Juchli (Yam); 2. Lucien S. Niccore; 3. Rosalie Juchli (Hon); 4. Allan Bueno (Hon); 5. Todd A. Yost (Yam).

VINT 451-OPEN: 1. Jove Shapiro (BMW); 2. Jim Neuenburg (Bul).

S/DINO: 1. Paul Reynen (Yam); 2. Eric Schreppel (Yam); 3. Scott Elledge (Yam); 4. Edwin Haazer (Kaw); 5. Jove Shapiro (BMW).

F-40: 1. Daniel E. Reeser (Yam); 2. Dave White (Hon); 3. Dennis D. Doherty (Yam); 4. Philip Snowden (Hon); 5. Bob Siebenhaar (Hon).

Peninsula 100 HS a classic

NEWPORT NEWS, VA, OCT. 11

More than 200 riders turned out to test their stamina at the 13th round of the Virginia Championship Hare Scrambles Series, The Peninsula 100 Classic.

The event earned its name during the early '70s, being a race that ran well over 100 miles. Although the race is no longer a full 100 miles, riders still have to go the distance of four laps on a 12.8-mile course though a mix of wide-open pine-farm tracts and tight, bumpy clear-cut sections, one of which is notoriously known as the "Bunny Hop." Luckily, the midweek rain showers followed by sunny days resulted in perfect trail conditions that were neither too dusty nor too muddy.

Former series Grand Champion David White took the early lead on a Cycleland/Cycle Concepts/Ridersville Husqvarna. Second-placed FMF/White Bros./Maire-backed Kawasaki rider Stephen Edmondson and third-placed Casey Cycle City/Chick-fil-A/Regina-sponsored Honda rider George Greer roared through the pit area only a few seconds behind White. Greer charged into second when Edmondson dumped his bike in a tight spot between two pine trees. Greer made the winning pass during the third lap when he found White stalled on the trail. Greer kept a blistering pace to take the overall win, with White coming across the finish in second. Edmondson turned over consistent laps to come in third.

The series points lead has been very close between Kawasaki rider Dean Ingram and Casey Cycle City/Paint by Paul/Worms Engines' Kawasaki rider Andrew Williams, and this race would decide who would take the championship. Williams charged off the start and darted into the woods in first and held on to the lead the first lap. Ingram found the chance to take the lead during the second lap and came into the pits with Williams gnawing on his rear knobbies. Ingram took the win, with Williams coming through the scoring barrels less than a minute later to take second. CPMR/Smith/Bruce's Suspension-sponsored Chad Parker put in an outstanding effort to come in third on his Kawasaki.

David Ashley took the holeshot at the start of the 250cc race and showed the rest of the class why he was formerly a series class champion. Never letting off the throttle, Ashley held on to the lead to take the class win. Jarmans Cycle-backed Suzuki rider Timmy Mitchell and Jimmy Cycle Sales' Yamaha rider Glen Holcomb battled for second, with Mitchell coming through the pit area in front of Holcomb on the second lap. Holcomb muscled by Mitchell by the third lap to take the second position, with Mitchell finishing third.

Results

O/A: George Greer (Hon).

AA: 1. David White (Hus); 2. Stephen Edmondson (Kaw); 3. Tommy Handy (Kaw); 4. Daniel Morrison (Kaw); 5. Tommy Ashley (Hon).

200 A: 1. Dean Ingram (Kaw); 2. Andrew Williams (Kaw); 3. Chad Parker (Kaw); 4. Gerald Wingfield (Kaw); 5. Thomas Turner (Kaw).

250 A: 1. David Ashley (Hon); 2. Glen Holcomb (Yam); 3. Timmy Mitchell (Suz); 4. Jon Geiman (Kaw); 5. Travis Williford (Suz).

VET A: 1. R.J. Faddis (KTM); 2. Chuck Honeycutt (KTM); 3. Darryl Campbell (KTM); 4. Rickie Huffman (Kaw); 5. Jerry Calvert (KTM).

200 B: 1. Brian Morgan (KTM); 2. Mike Bouma (Yam); 3. Josh Elliot (Kaw); 4. Warren Stimpson (KTM); 5. Dustin Staton (Yam).

250 B: 1. Warren Hill (Suz); 2. Mike Mayo (Yam); 3. Jason Balonis (Hon); 4. Jeff Allgood (Hon); 5. Preston Creech (Yam).

VET B: 1. Craig Randle (Yam); 2. Mike Bakken (Kaw); 3. Bobby Wilt (Hon); 4. Gene Greer (Kaw); 5. Robert Hawkes (KTM).

SR: 1. Jim Thompson (Kaw); 2. Wally Turfboer (Hon); 3. Ray Ryan (Kaw); 4. Bob Wick (Suz); 5. Larry Adams (Hus).

4-STRK: 1. David Baldwin (Hon); 2. Jeff Solinger (Hon); 3. Derek Ames (Kaw); 4. Kenneth Lowry (Hon); 5. Shawn Rhodes (Kaw).

200 C: 1. Michael Keesee (Yam); 2. Michael Lancaster (Kaw); 3. Keith McQuiddy (Kaw); 4. Brian Thompson (Yam); 5. Eric Troupe (Kaw).

250 C: 1. Jon Becker (Yam); 2. Brandon Perdue (Hon); 3. R.J. Collins (Yam); 4. Rick Huffman (Hon); 5. Craig Proffit (Kaw).

MINI: 1. Bryan Happle (Yam); 2. Michael Sharp (Kaw); 3. Jason Huffman (Yam); 4. Jason Bailey (Kaw); 5. Chris Cooper (Kaw).

WMN: 1. Melissa Barton (Kaw). 2. Jessica Morrison (Kaw); 3. Catherine Creighton (Kaw); 4. Christine Blake (Kaw); 5. Elissa Morton (Suz).

Carsten, Welch conquer Maryland State MX C'ships

By Jerry Athey

BUDDS CREEK, MD, OCT. 24-25

AMA National MX number 56, Barry Carsten, and National MX number 92, Tom Welch, each pulled off double class wins at the Maryland State Championship, the final event of the 16-race District 7 Expert MX Series.

Hosted by the Middle Atlantic Motocross Association and held at Budds Creek MX Park, the popular annual event drew more than 550 riders from the Mid-Atlantic and surrounding areas. Carsten, on his Bromley Suzuki/Dunlop/MSR-backed RM250, charged to the overall wins in the 250cc A and Vet A divisions, while Welch, aboard a pair of JT Motorsports/FMF/Bieffe-backed Suzukis, took command of the 125cc A and Over 25 A classes.

When the gate dropped for the first 250cc A moto, it was Kawasaki-mounted Jeff Drury blasting to the holeshot, followed by Yamaha-mounted national rider Billy Schlag, Welch and Pete's Cycle Co.-backed Kawasaki rider Michael Moore. Carsten started in fifth. As Welch quickly moved into the lead, Carsten went to work on Schlag for the runner-up position, taking the spot before the end of the second lap. Welch used his early advantage to take the moto win, followed by the charging Carsten. Schlag held on for third, followed by Moore and Drury.

Realizing the importance of a good start in the relatively short, five-lap motos, Carsten flew to the convincing holeshot in moto two, chased by Moore, JT Motorsports/Pro Circuit/Pro-Action-backed Suzuki rider Jeff Grove, Kemp's Racing-backed Honda rider Michael Rothstein and Drury. Welch went down in the first turn and remounted dead last. With Welch out of the picture, Carsten immediately moved out to a commanding 10-second lead that he would never relinquish. Schlag put in another strong ride for second, followed by an incredible effort by Welch, which landed him in the third spot. Grove was fourth, followed by Drury in fifth.

The 125cc A-class action would follow a similar pattern, only with the roles reversed. Moto one started with Welch taking the holeshot, followed by Yamaha-mounted Brady Mills, Rothstein, Honda-mounted Ryan Jones and JT Motorsports' Jason Conlon, on a Suzuki. This time it was Carsten's turn to play catch-up, as the longtime national competitor went down in the first turn and remounted well behind the pack. Welch used the clear track to his advantage by pulling out to a five-second lead on Conlon, who quickly moved into the runner-up spot, followed now by Jones, Schlag and Carsten. Welch flew to the uncontested moto win, followed closely by Conlon. Schlag was third, followed by Jones and Carsten, who blitzed through the pack to take fifth.

Schlag blasted to the second 125cc A-class holeshot, followed by Carsten, Welch, Honda-mounted Jarrett Rhoads and Mills. Carsten, eager to make up for his first-moto fifth-place finish, moved into the lead on the third lap and never looked back, taking the decisive win. Schlag was second, followed by overall winner Welch. Yamaha-mounted Kevin Brodsky Jr. was fourth, followed by Diamond Motorsports/

Barry Carsten piloted his Suzuki to overall wins in the 250cc A and Vet A classes at the Maryland State MX Championships at Budds Creek MX Park.

Barr's Competition-backed Yamaha rider Joseph Schueler.

National number 52, Kevin Crine, from nearby Mechanicsville, Maryland took the overall win in Saturday's Unlimited A class. Crine piloted his Gaulding's Kawasaki/RRP/Spectro-backed KX250 to a perfect 1-1 score over Carsten's 2-2 finishes, but Crine was unable to compete in Sunday's event due to a nasty bout with the flu. JT Motorsports-backed Kawasaki rider Michael Crocker was third overall, followed by Yamaha-mounted riders Chris Rhoten and Mills. CN

Results

Saturday

U/L A: 1. Kevin Crine (Kaw); 2. Barry Carsten (Suz); 3. Michael Crocker (Kaw); 4. Chris Rhoten (Yam); 5. Brady Mills (Yam).

Sunday

50 (4-6): 1. Ian Trettel (Cob); 2. Thomas Mudgett (Cob); 3. Tony Hall (Cob); 4. Anthony Jones (Cob); 5. Josh Davis (Cob).

50 (7-8): 1. Justin Boston (Cob); 2. Sean Hackley (Cob); 3. A.J. Kuschatka (Cob); 4. Colton Bailey (Cob); 5. Mark Davis (Cob).

60 (7-9): 1. Chad Wages (Kaw); 2. David Holt (Kaw); 3. Sean Hackley (Kaw); 4. Steven Davis (Kaw); 5. Justin Boston (Kaw).

60 (10-11): 1. Nicholas Evennou (Kaw); 2. Paul Kansch (KTM); 3. Michael Groves (Kaw); 4. Michael Tippin (Kaw); 5. Jesse Davis (Kaw).

80 (7-11): 1. Nicholas Evennou (Kaw); 2. Daniel Jones (Kaw); 3. Jordan Gooch (Kaw); 4. Chad Wages (Suz); 5. James Roberts (Suz).

80 (12-13): 1. Brad Smith (Kaw); 2. Chad Dowling (Suz); 3. Randy Newkirk (Kaw); 4. Kyle Brinegar (Hon); 5. Michael Purks (Suz).

80 (14-15): 1. Isha Wood (Kaw); 2. Stephen Grimes (Yam); 3. Scott Keller (Yam); 4. Chris Ranum (Suz); 5. Frank Flippo (Hon).

80 D: 1. Kristopher Stocker (Suz); 2. Russell Cholewa (Suz); 3. Gary Harding (Kaw); 4. Joe Beyer (Yam); 5. Wesley Dixon (Kaw).

S/MINI: 1. Nicholas Evennou (Kaw); 2. Brad Smith (Kaw); 3. Chad Dowling (Kaw); 4. Jason Langford (Yam); 5. Chris Ranum (Suz).

SCHBY: 1. Thomas Kelley (Kaw); 2. Mike Brown (Hon); 3. Jonathan Perozzi (Hon); 4. Robert Cecil (Kaw); 5. Brett MacMillan (Suz).

CLGBY: 1. Ryan Newkirk (Suz); 2. Jeff Slusher (Hon); 3. Taylor Shive (Yam); 4. Rodney Horrocks (Yam); 5. Chris Perozzi (Hon).

125 A: 1. Tom Welch (Suz); 2. Billy Schlag (Yam); 3. Barry Carsten (Suz); 4. Ryan Jones (Hon); 5. Kevin Brodsky Jr. (Yam).

125 B: 1. Thomas Kelley (Kaw); 2. Travis Mahoney (Kaw); 3. Timothy Dabbs (Suz); 4. Mike Brown (Hon); 5. Taylor Shive (Yam).

125 C: 1. Robert Cecil (Kaw); 2. Isha Wood (Kaw); 3. Jonathan Perozzi (Hon); 4. Sean Reed (Kaw); 5. Kevin Beach (Yam).

125 D: 1. Eldon Pinkleton (Hon); 2. Otis Stuart (Suz); 3. Christopher Barr (Suz); 4. Richard Tang (Kaw); 5. Kyle Hovatter (Kaw).

250 A: 1. Barry Carsten (Suz); 2. Tom Welch (Suz); 3. Billy Schlag (Yam); 4. Jeff Drury (Kaw); 5. Michael Moore (Kaw).

250 B: 1. Walter Mahoney (Kaw); 2. Chris Lance (Hon); 3. Travis Mahoney (Suz); 4. David Carlisle (Yam); 5. Kevin Randolph (Kaw).

250 C: 1. Robert Reed (Kaw); 2. Justin Chapman (Kaw); 3. Shane Eaton (Yam); 4. William Hoss (Hon); 5. Nathan Shaffer (Hon).

250 D: 1. Steven Cox (Hon); 2. Carl Marks (Kaw); 3. Jim Hampton (Kaw); 4. Adam Edward (Hon); 5. Mark Bellino (Hon).

OPEN A: 1. Chad Gouchenour (Yam); 2. Cecil Williams Jr. (Yam); 3. Jeff Weikle (Yam); 4. Brian Sullivan (Suz); 5. Joseph Schueler (Yam).

OPEN B: 1. John Milton (Yam); 2. Corey Hormes (Yam); 3. Harvey Holcombe (Kaw); 4. James Travis (Hon); 5. Michael Yelland (Yam).

25+ A: 1. Tom Welch (Suz); 2. Michael Moore (Kaw); 3. Taylor Marcell (Kaw); 4. Pat McCormick (Suz); 5. Brian Sullivan (Suz).

25+ B: 1. Walter Mahoney (Kaw); 2. Chris Lance (Hon); 3. Kevin Randolph (Kaw); 4. Jim Janke (Kaw); 5. Arnold Hastings (Suz).

VET A: 1. Barry Carsten (Suz); 2. Jeffrey Grove (Suz); 3. Michael Moore (Kaw); 4. Taylor Marcell (Kaw); 5. Duane Bailey (Yam).

VET B: 1. Rodney DeHaven (Hon); 2. John DelGrosso (Suz); 3. John Milton (Yam); 4. David Resch (Kaw); 5. Arnold Hastings (Suz).

VET C: 1. John Bowen (Hon); 2. Scott Zelinsky (Hon); 3. Robert Wernig (Hon); 4. William Weston (Yam); 5. Stanley Ostrowski (Kaw).

SR: 1. John DelGrosso (Suz); 2. Tim Titcomb (Kaw); 3. Carter Mackiewicz (Hon); 4. Douglas Wentzell (Yam); 5. Jay Kesner (Yam).

4-STRK: 1. Cecil Williams Jr. (Yam); 2. Chris Schueler (ATK); 3. Jeff Weikle (Yam); 4. Chris Rhoten (Yam); 5. Jim Janke (Yam).

VINT: 1. Chris Rhoten (Hon); 2. Tim Titcomb (CZ); 3. Tom Anania (Hon); 4. Jay Wilson (Hon).

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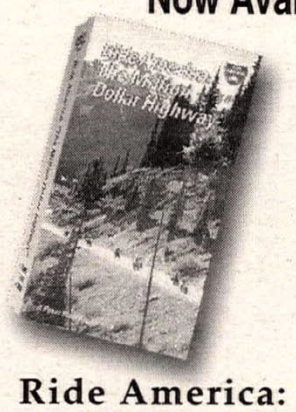

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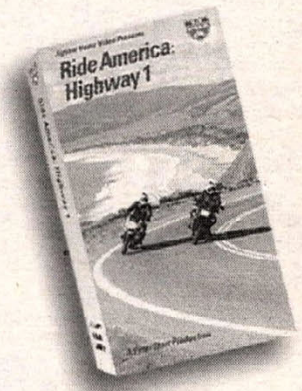

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RESULTS

Road Race
CMRRA
Willow Springs Kart Track
Palmdale, CA
October 25
By Greg Groce

80 GP	
John Hopkins	Hon
Ben Solis	Suz
Pat Williams	Yam
Shawn Igercic	Hon
Moritaka Kina	Hon
STK BEG	
Nick Moore	Yam
John Cagle	Yam
Tomo Kobayashi	Yam
Don Angel	Yam
Frank Rodriguez	Yam
STK AM	
Mark Andrews	Yam
Wayne Killebrew	Yam
Tom Lorenzo	Yam
David Diaz	Yam
Larry Weisberg	Yam
STK EX	
John Hopkins	Yam
Ryoichi Takao	Yam
James Mann	Yam
Tommy Kosaka	Yam
John Bottcher	Yam
SR (40+)	
Don Angel	Yam
Nigel Marshall	Yam
John Dunham	Yam
Joe Cardoza	Yam
Thom Boswell	Yam
VET (25+)	
John Bottcher	Yam
Tommy Kosaka	Yam
Mark Andrews	Yam
Jason Takamoto	Yam
Tom Lorenzo	Yam
MOD BEG	
Nick Moore	Yam
Travis Violette	Hon
Gabriel Suarez	Yam
Frank Rodriguez	Yam
Tom Ross	Yam
MOD AM	
Greg Groce	Yam
Sam Aoki	Yam
Jason Takamoto	Yam
Mark Andrews	Yam
Brett Falcigno	
MOD EX	
James Mann	Yam
Tommy Crawford	
Yutaka Noguchi	Yam
Nick Tierno	Yam
John Hopkins	Yam
STK PCKT/BK	
Amanda Evans	
Joe Skipper	
Brian Paolina	
Ryan Wirt	
MOD PCKT/BK	
Vince Evans	
Sonny Bowman	
Nathan Bowman	
Bob Paolina	
Jack Fields	
ASRA SCTR STK	
Curt Thom	
Vince Chu	
Chuck Woolery	
Daniel-Remi Bergeron	
ASRA SCTR SM/FRM	
Vince Chu	
Shawn Woolery	
Eddie Bean	
Dan Dubrow	
Trip Waterhouse	
ASRA SCTR SPCL	
Vince Chu	
Eddie Bean	
Mike Vega	
Daniel-Remi Bergeron	

Motocross
AMA District 14
Baja Acres
Millington, MI
October 18
By Daryl Hiltz

51 JR	
Chad Cooley	KTM
Michael Ross	Cob
Tyler G. Murray	Cob
Justin Kennedy	Cob
Nicholas Welling	
51 SR	
Brian D. Papst	Cob
Kyle Bourdage	Cob
Matthew Parise	Cob
Turner E. Bradford	Cob
Kurtis Jack	Cob
51 SS	
Turner E. Bradford	Yam
Adrian Ford	Yam
James Roberts	Yam
Kelse Offner	Yam
Jerry Stoken	Yam
60	
Grant W. Moreland	Kaw
Eric S. Miller	
Corey Slavik	Kaw
John Jackson	Kaw
Daniel Aulseybrook	Kaw
80 (7-11)	
Jake J. Marsack	Yam
Josh Lichtle	Suz
Corey Slavik	Kaw
Marcus J. Shaver	Hon
Eric S. Miller	Suz
80 (12-15)	
Jerod L. Whipple	Hon
Brad Smith	Hon
Brian L. Schuiteman	Yam
Nathan J. Woodward	Hon
80 C	
Canaan Halka	Yam
Tyler A. Gundlach	Kaw
Curtis M. Layton	Hon
David Merrill	Hon
Craig Bricker	Suz
125 JR	
Thomas E. Osmialowski	Suz
Derek Rose	Hon
Danny Beckett	Suz
Frank Jungnitsch	Suz
Billy D. Lichtle	Yam
125 A	
Jason M. McDonald	Suz
Michael D. Pfluke	Yam
125 B	
Justin Thompson	Hon
Michael W. Mercer	Suz
Kyle Kohler	Yam
Thomas E. Osmialowski	Suz
Timothy S. Horne	Suz
125 C	
Kenny Lanczak	Hon
Shawn Zendler	Yam
Jon James Cunningham	Hon
Nate L. Smith	Kaw
Mike Remainder	Yam
250 OPEN A	
Jason M. McDonald	Suz
Dave Korte	Kaw
Scott Treichel	Hon
Richard P. Shearing	Kaw
Mark Glenn	Hon
250 OPEN B	
Michael W. Mercer	Suz
Justin Brusseau	Yam
Dusty Wise	Suz
Trent L. Johnson	Yam
John Petsnick	Suz
250 OPEN C	
William T. Ross	Hon
Jason Ashby	Suz
David Palmer Jr.	Yam
Peter Wiebe	Hon
Richard Wagner II	Suz
16-24	
Richard P. Shearing	Kaw
Kyle G. McLeod	KTM
Josh Cunningham	Suz
Justin Brusseau	Yam
John D.M. Crews	Yam
25+	
Dave Korte	Kaw
Gary L. Seibert	Suz
Wilfrid L. Hufton III	Hon
David R. Bowman	Suz
Matthew L. Crown	Kaw
30+	
Matthew L. Crown	Kaw
Daniel Hanson	Suz
Mark Poisson	Suz
Randy E. Reeves	Hon
Joseph Schultz	Kaw
35+	
Gary L. Seibert	Suz
Joseph Plamondon	Hon
Jerry Rekowski	Kaw
Bruce Dubay	Kaw
Robert Lewis	Kaw
40+	
Jeffrey A. Bost	Hon
David R. Bowman	Suz
Ken P. Petrillo	Hon
Pat A. Tilley	Hon
Gary Schroyer Sr.	Yam
NON-CUR	
Jeremiah Badgley	Hon
Gregory A. Farrer	Hon
David Fink	Hon

Motocross
Moto-X West
Reno Over The Hill Gang
Fernley, NV
September 9
By Bob Fabel

50 (0-7)	
Kyle Mason	KTM
J.J. Brown	KTM
Jake Maga	KTM
Jayme Salo	KTM
Keith Adamn	Act
50 (8+)	
Kyle O'Brien	KTM
Jared Grosskopf	Kaw
Carey Lincoln	KTM
Tyler York	KTM
Monica Hibdon	KTM
60 (0-9)	
Ryan Ferris	Kaw
Tyler York	Kaw
Ryan Toomey	Kaw
Mike Sylvestri	Kaw
Kyle O'Brien	Kaw
60 (10+)	
Nathan Ashley	Kaw
Dave Keil	Kaw
Normajean Jean	Kaw
Brooke York	Kaw
Ryan Todaro	Kaw
80 BEG	
Reese Zunino	Kaw
Chris Day	Yam
Mike Todaro	Kaw
Normajean Jean	Yam
Tony Nessler	Yam
80 JR	
Ryan Ferris	Suz
Cody McElroy	Hon
Sean Larson	Yam
Joel Grosskopf	Hon
Mike McCurry	Yam
80 INT	
Nick Jarrett	Hon
Kyle Rytter	Hon
Josh Peterson	Hon
Bobby Garrison	Hon
125 BEG	
Travis Ham	Hon
Brett Davenport	Suz
Chad Smith	KTM
Glenn Greene	Kaw
Justin Sniith	Kaw
125 JR	
Rocky Audenreid	Suz
Josh Phillipson	Hon
John White	Yam
Steve Gill	Suz
Matthew Womble	Yam
125 INT	
Jesse McDonald	Yam
Casey Smith	Yam
Adam Portue	Suz
Ryan Manha	Yam
Tony Evans	Hon
125 PRO	
Freddy Wiechers	Hon
Nathan Tiearney	Suz
Justin Mastalka	Hon
Cody Killam	KTM
250 BEG	
Danny Duvall	Hon
Chris Glass	Suz
Heath Bogle	Hon
Ed Parks	Suz
Nathan Jensen	Yam
250 JR	
Mike Seeliger	Hon
Kelly Walsh	Hon
Darrin Taylor	Yam
John Hanks	Hon
Michael White	Hon
250 INT	
Adam Portue	Suz
Paul Mudd	Yam
Drake McElroy	Hon
Cole Thurston	Yam
Dana Belton	Hon
250 PRO	
Freddy Wiechers	Hon
Scott Stillmock	Hon
Sven Stillmock	Hon
Randy Maga	Hon
Steve Marty	Kaw
25+ BEG	
Richard Arrington	Kaw
Sean Moran	Suz
Jason Norman	Hus
25+ JR	
Kelly Walsh	Hon
Mike Helton	Hon
Ken McLellan	Hon
30+ BEG	
Wayne Hunton	Suz
Mark Favia	Hon
Mike Ryckebosch	Hon
Eric Norman	Kaw
Paul Carbone	KTM
30+ JR	
Mike Helton	Hon
Scott Churchley	Hon
Jeff Brown	Yam
Marvin Small	Yam
Allen Rudd	KTM
30+ INT	
Gilbert Chick	Hon
Loren Caudle	Hon
Mike McMurry	Yam
Clay Cole	Hon
Bill Evans	Yam
30+ EX	
Keith Burnette	Yam
Greg King	Hon
Eric Schacht	Yam
Chris Porcello	Hon
John Malchaski	Hon
30+ PRO	
Sven Stillmock	Hon
Randy Maga	Hon
Jon Varner	Hon
Russell Johnson	Kaw
James Morningstar	Kaw
40+ JR	
Tom Baugh	Suz
Duane Quick	KTM
Greg Chapel	KTM
Chuck Hanks	Hon
Dean Dorsey	Yam
40+ INT	
Mike Spano	Suz
Ted Griffin	Hon
Ken Gourley	Suz
Dave Keil	Hon
Bob Luciano	Suz
40+ EX	
Rich Thorwaldson	Hon
Larry Brown	Hon
Alan Thomason	Hon
Kurt Belden	Hon
Eric McElroy	Hon

Motocross
West Kentucky MX
Lowes, KY
September 27
By Bonnie Burkeen

50	
Hunter Inman	Cob
Ben Vogt	Cob
Jackson Ervin	Cob
Christian Watson	KTM
Arik Coffel	KTM
65	
Hunter Inman	Kaw
Brock Moran	Kaw
85 JR	
John Culbertson	Hon
Jeff Kallbreier	Kaw
Brandon Burrow	Yam
Justin Thompson	Yam
85 SR	
Joshua Brewster	Hon
Adam Robinson	Yam
Andrew Shoemaker	Hon
Tyler Rainwater	Yam
Michael Pelzer	Yam
SCHBY	
Clint Burkeen	Suz
Jeremy Jett	Hon
Joshua Brewster	Hon
Ryan Poole	Kaw
BEG	
Kevin Burkhart	Yam
Travis Freeman	Kaw
Titus Bennett	Hon
David Esch	Hon
Brian Thompson	Hon
125 B	
Jeremy Jett	Hon
Justin Miller	Kaw
Perry Tomlinson	Kaw
Clint Burkeen	Suz
Andrew Robinson	Yam
125 C	
Chris Brill	Yam
Elliott Mashchman	Yam
Greg Hammond	Hon
Brian Dunn	Yam
Dustin Richardson	Yam
250 A	
Ronnie Ford	Yam
Jody Howell	Hon
Tim Caruso	Hon
250 B	
Lee Hobbs	Kaw
Jason Kraus	Hon
Kyle Dangler	Yam
David Younger	Hon
Danny Seaton	Kaw
250 C	
Donald Rice	Yam
Norman Baker	Hon
Will Cherry	Kaw
Jeremiah Moll	Kaw
Jerry Scott	Hon
25+	
Jim Batey	Hon
Jason Kraus	Hon
David Younger	Hon
Paul Puckett	Kaw
Donald Rice	Yam
30+	
Jim Batey	Hon
Kevin Poole	Kaw
Paul Puckett	Kaw
Tim Riley	Hon

Supercross
Murray Racetrack
Murray, KY
October 10
By Bonnie Burkeen

50	
Cameron Jones	KTM
Hunter Inman	Cob
Preston Seratt	Cob
Spencer Cook	Cob
Cole Huggins	KTM
65	
Ben Crittendon	Kaw
Steve Kissiar	Kaw
Tyson Ezell	Kaw
Chase Thomas	Kaw
Hunter Inman	Kaw
85 JR	
Greg Lovins	Yam
Steve Kissiar	Suz
Ben Crittendon	Kaw
Justin Garland	Suz
85 SR	
Kenny Dale Orr	Suz
Shane Kissiar	Kaw
Eric Klinkhammer	Suz
William Devault	Kaw
Dustin Thomas	Kaw
85 OPEN	
Kenny Dale Orr	Suz
Shane Kissiar	Kaw
Nathaniel Reynolds	Hon
SCHBY	
Clint Burkeen	Suz
Josh Burress	Hon
Tony Schafer	Suz
William Devault	Kaw
Eric Klinkhammer	Suz
16-24	
Chris Burkeen	Yam
Chris Brill	Yam
Aaron Jones	Yam
Chris Brisendine	Suz
BEG	
Randy Humphrey	Hon
David Esch	Hon
Chris Westphal	Kaw
Heath Ellis	Yam
B.J. Vujicic	Yam
125 A	
Derek Smith	Kaw
Trey Phillips	Hon
Billy McKin	Hon
Eddie Proffitt	Kaw
125 B	
Clint Burkeen	Suz
Chris Burkeen	Yam
Marty Stinnett	Hon
Aaron Jones	Yam
125 C	
Chris Brill	Yam
Josh Burress	Hon
Mac Dunn	Hon
Kevin Fields	Yam
Eric Powell	Hon
250 A	
Jordan Moneymaker	Yam
Trey Phillips	Hon
250 B	
Marty Stinnett	Hon
Russ Blankenship	Suz
250 C	
Tony Travis	Yam
Fred Darnell	Kaw
Mitch Fike	Hon
Rick Kimberlin	Yam
Tom Debes	Yam
25+	
Marty Stinnett	Hon
30+	
Steve Ezell	Yam
Kevin Poole	Kaw
Timmy P'Pool	Kaw
30+ B/C	
Kenneth White	Hon
Mike Garrison	KTM
Troy Karnes	Kaw
40+	
Kevin Poole	Kaw
Kenneth White	Hon
50+	
Gary Hendrix	Hon
WMN	
Sherry Crittendon	Kaw
Melissa Bailey	Hon

Road Race
Oregon Motorcycle Road Racing Association
Portland International Raceway
Portland, OR
October 4
By Janice M. Logan

OPEN S/SPT	
Michael Mitchell	Yam
John Dugan	Suz
Grant Yanik	Suz
Gene Brown	Yam
Jason Farrow	Suz
750 S/SPT	
Mike Sullivan	Suz
John Dugan	Suz
Jason Farrow	Suz
Joe Zueger	Suz
Gregory Bouwens	Suz
600 S/SPT	
David Cook	Yam
Mike Sullivan	Suz
Scott Gooch	Kaw
Tom Smith	Hon
Rick Thompson	Kaw
450 S/SPT	
Dwaine Trummert	Yam
Brian Chamberlain	Yam
Paul Ludwig	Yam
Scott Connolly	Yam
Craig Fabische	Yam
OPEN S/BK	
Michael Mitchell	Yam
Chris Townsend	Kaw
Grant Yanik	Suz
John Dugan	Suz
Mark Lorentz	Kaw
750 S/BK	
Mike Sullivan	Duc
Chris Townsend	Kaw
John Dugan	Suz
Grant Yanik	Suz
Jason Farrow Suz	
250 GP	
Gene Brown	Yam
Kory Gill	Yam
Joseph Ferazza	Yam
Scott Menezes	Hon
Herbert Wagner	Yam
600 S/BK	
Scott Gooch	Kaw
Mike Sullivan	Suz
Rick Thompson	Kaw
Tom Smith	Hon
Steve Stallman	Yam
M/W S/BK	
Rick Thompson	Yam
Richard Matthews	Hon
Bruce Lind	Yam
Kevin Sheafer	Hon
John Clemons	Yam
125 GP	
Richard Matthews	Hon
Mike Bell	Hon
Bruce Lind	Yam
Michael Walter	Hon
Chris Franks	Hon
450 S/BK	
Dwaine Trummert	Yam
Brian Chamberlain	Yam
Paul Ludwig	Yam
Darcy Ziegler	Yam
Craig Fabische	Yam
OPEN GP TW	
Scott Farrell	Suz
Briggs Willoughby	Hon
Brett Fladseth	Hon
William Jourdan	Suz
Randell Henningsen	Duc
650 GP TW	
John Clemens	Yam
Joe Pethoud	Hon
Leif Ormseth	Duc
Jerry Walker	Kaw
SM/BR CLSSC S/BK	
Darryl Williams	Yam
Darcy Ziegler	Yam
Bardsley Donovan	Yam
Ed Wheeler	Yam
Timothy Faucett	Kaw
Tony Howard	Yam
OPEN VINT	
Jon Lacey	BSA
Mark Leslie	Suz
Phillip Sharpe	Suz
500 VINT	
Mark Leslie	Suz
Charles Kraeuter	Hon
Phillip Sharpe	Suz

Motocross
West Kentucky MX
Lowes, KY
October 4
By Bonnie Burkeen

50	
Vince Friese	Cob
Hunter Inman	Cob
Spencer Cook	Cob
Justin Lawrence	KTM
Jackson Ervin	Cob
65	
Vince Friese	Kaw
Hunter Inman	Kaw
Levi West	Kaw
Spencer Cook	Kaw
Brock Moran	Kaw
85 JR	
Blake Renshaw	Kaw
Max Friese	Kaw
John Culbertson	Hon
Bryce Cowley	Yam
Jeff Kallbeier	Kaw
85 OPEN	
Adam Robinson	Yam
Max Friese	Kaw
Blake Renshaw	Kaw
Marty Ingram	Suz
Bryce Cowley	Yam
85 SR	
Jamaal Bond	Hon
SCHBY	
Jeremy Jett	Suz
Andrew Robinson	Yam
Derek Riley	Suz
Richard Cobb	Hon
Ross Richey	Yam
16-24	
Pooh Bear Guiden	Yam
Chris Burkeen	Yam
William Smallwood	Suz
BEG	
Scott Watkins	Hon
Travis Freeman	Kaw
Kevin Burkhart	Yam
Brian Thompson	Hon
Titus Bennett	Hon
125 A	
Brent Brush	Yam
Adam Clark	Yam
125 B	
Chris Burkeen	Yam
Pooh Bear Guiden	Yam
Jeremy Jett	Suz
Justin Miller	Kaw
Derek Riley	Suz
125 C	
Richard Cobb	Hon
Tyler Berens	Yam
Dave Wasikowski	Yam
Brian Dunn	Yam
Elliott Mashchman	Yam
250 B	
Jason Kraus	Suz
William Smallwood	Suz
David Younger	Hon
Corey Ballard	Kaw
250 C	
Donald Rice	Yam
Oz Cheek	Hon
Aaron Mudd	Hon
Jeff Bittle	Suz
25+	
Jason Kraus	Suz
David Younger	Hon
Mike Moore	Hon
Donald Rice	Yam
30+	
Ronnie Ray	Hon
Paul Puckett	Kaw
Tim Riley	Hon
40+	
Ronnie Ray	Hon

Motocross
Moto-X West
Nevada Motocross Development
Stead, NV
October 4
By Bob Fabel

50 (0-7)	
Kyle Mason	KTM
J.J. Brown	KTM
David Rumbaugh	KTM
Jayme Salo	KTM
Tanner Davis	KTM
50 (8+)	
Tyler York	KTM
Kyle O'Brien	KTM
Ryan Toomey	Lem
Monica Hibdon	KTM
Jared Grosskopf	Lem
60 (0-9)	
Ryan Ferris	Kaw
Tyler York	Kaw
Zach Fields	KTM
Kyle O'Brien	Kaw
Ryan Toomey	Kaw
60 (10+)	
Normajean Jean	Kaw
Patrick Diehl	Kaw
Nathan Ashley	Kaw
Greg Klino	Kaw
Brooke York	Kaw
80 BEG	
Darik Merbach	Hon
Reese Zunino	Kaw
Rian Merbach	Suz
Errol Kerr	Hon
Mike Todaro	Kaw
80 JR	
Joel Grosskopf	Hon
Ryan Ferris	Suz
Robbie Altizer	Kaw
Justin Soule	Kaw
Doug Nessler	Hon
80 INT	
Nick Jarrett	Hon
Kyle Rytter	Hon
Josh Peterson	Hon
125 BEG	
Randell Schultz	Suz
Sean Berryman	KTM
Travis Lemos	Kaw
Brent Touey	Suz
Jesse Paschall	Yam
125 JR D-1	
Stephen Payne	Suz
Ricky Shafer	Kaw
Caz Przygoda	Yam
Greg Chapel	KTM
Clinton Winship	Kaw
125 JR D-2	
Josh Boulware	Yam
Greg Yamas	Hon
Josh Rytter	Hon
Steve Gill	Suz
Justin Phillipson	Hon
125 INT	
Jesse McDonald	Yam
Matt Knesek	Yam
Travis Vizino	Suz
Mark Levrett	Yam
Kevin DeCarli	Yam
125 PRO	
Freddy Wiechers	Hon
Justin Mastalka	Hon
250 BEG	
Jason Palotas	Suz
Chris Glass	Suz
Heath Bogle	Hon
Jacob Surprenant	Hon
Jeremy Rials	Kaw
250 JR	
Darrin Taylor	Yam
Kelly Walsh	Hon
Michael White	Hon
Chip Lancaster	Suz
Dan Duvall	Hon
250 INT	
Cole Thurston	Yam
Marcus Gentry	Hon
Craig Olson	Suz
Sedanna Losey	Hon
250 PRO	
Scott Stillmock	Hon
Shane Esposito	Yam
Freddy Wiechers	Hon
Justin Tiearney	Hon
Randy Maga	Hon
25+ BEG	
Richard Arrington	Kaw
Jason Norman	Hus
Mike Fermoile	Kaw
25+ JR	
Kelly Walsh	Hon
Mike Helton	Hon
Dana Losey	Hon
25+ INT	
Craig Olson	Suz
Marcus Gentry	Hon
30+ BEG	
Wayne Hunton	Suz
Mike Birky	Yam
Mike Ryckebosch	Hon
Brent Blumenthal	Hon
Steve Wagner	Hon
30+ JR	
Rod Provost	Hon
Doug Hoodman	Yam
Mark Chandler	Kaw
Scott Churchley	Hon
Tom Baugh	Suz
30+ INT	
Bill Evans	Yam
Eric McElroy	Hon
Michael Seeliger	Yam
Clay Cole	Hon
Gilbert Chick	Hon
30+ EX	
Larry Brown	Hon
Layne Kolbet	Hon
Chris Porcello	Yam
John Malchaski	Hon
Eric Schacht	Yam
30+ PRO	
Sven Stillmock	Hon
Randy Maga	Hon
Daryl Haney	Suz
Jon Varner	Hon
Russ Johnson	Kaw
40+ JR	
Jim Berryman	KTM
Mike Ellis	Hon
David Durst	Yam
Greg Chapel	KTM
Chuck Hanks	Hon
40+ INT	
Tom Baugh	Mai
Ted Griffin	Hon
Robert Luciano	Suz
40+ EX	
Larry Brown	Hon
Alan Thomason	Hon
Eric McElroy	Hon
Kurt Beldon	Hon
Bob Fabel	Hon

Motocross
Riverside O/T
Carlsbad Raceway
Carlsbad, CA
October 17
By Barry Hale

MSTR A	
Mark Brooks	
MSTR B	
Jack Raton	
Dave Jacobus	
Malcom McCassey	
Dennis Middleton	
EX	
George Spearing	
Jim McConnell	
Rob Ruder	
AM	
Dennis Rosenberg	
John Clemens	
Mike Brooks	
Barry Hale	
Buzz Moeller	
NOV	
Phil Blackbrun	
John Fridlund	
Bob Alloy	
Bob Massey	
Jack Biery	

Motocross
Galion Sunset Ramblers
Galion, OH
October 26
By Michael Davis

50 1	
Brandon Price	KTM
Dustin Anderson	KTM
Ben Rossman	KTM
Mersadece Butterman	Cob
Ryan Titus	KTM
50 2	
Brandon Weber	Yam
Mersadece Butterman	Yam
Brad Baker	Yam
Aaron Jenkins	Yam
Damien Thomen	Yam
60	
Zach Ames	KTM
Kyle McConnell	KTM
Greg Durivage	KTM
Brad Hahn	Hon
Tyler Mosier	KTM
MINI JR	
Zach Ames	Suz
Greg Durivage	Yam
Kyle McConnell	KTM
Kevin Manley	Hon
J. Cody Anderson	Kaw
MINI SR	
Zach Ames	Suz
Jonathan Shepherd	Kaw
Brian Bolshot	Hon
Trent Ousley	Hon
Dustin Danhoff	Yam
SCHBY	
Nick Mowry	Suz
Brian Wortman	Suz
Travis McQueen	
Jesse Fry	Suz
Jonathan Shepherd	Kaw
125 B	
Marcus Biggs	Yam
Travis Ousley	Hon
Nicholas Mowry	Suz
Travis McQueen	Suz
Derek Durbin	Suz
125 C	
Brian Wortman	Suz
Jesse Wiggins	Hon
Jason Fry	Suz
Jared Young	Hon
Chuck Szymczak	Suz
250 2-STRK B	
Tim VanBurren	Yam
Dave Burgin	Hon
250 4-STRK B	
Jon Schupp	Hon
250 C	
John Stump	Hon
Don Frank	Hon
Christian Langer	Suz
Joe Anderson	Yam
Todd Ebersole	Hon
30+	
Bill Ball	Hon
Jeff McCune	Suz
Kevin Price	Hon
Todd Ebersole	Hon
Darin Moore	Yam
40+	
Mark Weber	Hon
Boyce McConnell	Yam
BMBR	
Michael Davis	Hon
Travis Blackburn	Suz
Frank Jividen	Hon
EXTRA	
Jason Rogers	Yam
Jeff Willis	Suz
Ryan Lutz	Yam
Brad Snyder	Yam
Larry Bellman	Yam

Motocross Fairgrounds MX Paris Dirt Trackers Inc. Paris, TN October 10 By Bonnie Burkeen

50
Preston Seratt Cob
Hunter Inman Cob
Spencer Cook Cob
Allen Brady Cob
T.J. Rittenberry Cob
65
Ben Crittendon Kaw
Steve Kissiar Kaw
Douglas Hall Kaw
Brady Orr Kaw
Chase Thomas Kaw
85 JR
Greg Lovins Yam
Charles Brooks Jr. Kaw
Ben Crittendon Kaw
Steve Kissiar Kaw
Matt Kuykendall Suz
85 SR
Jamaal Bond Hon
William Devault Kaw
Adam Phelps Suz
Shane Kissiar Kaw
Dustin Thomas Kaw
OPEN 85
Jamaal Bond Hon
Shane Kissiar Kaw
Dustin Thomas Kaw
Nathaniel Reynolds Hon
Kenny Dale Orr Suz
SCHBY
Clint Burkeen Suz
Tony Schafer Suz
Michael Lawrence Suz
Adam Manning Kaw
Eric Klinkhammer Suz
16-24
Jordan Moneymaker Yam
Pooh Bear Guiden Yam
Chris Burkeen Yam
Aaron Jones Yam
Derek Smith Kaw
BEG
Heath Ellis Yam
Mike Schaffer Kaw
Isaiah Ulloa Hon
Tommy Hood Suz
James Bingham Hon
125 A
Derek Smith Kaw
Darrell Blankenship Suz
125 B
Clint Burkeen Suz
Chris Burkeen Yam
Pooh Bear Cuiden Yam
Aaron Jones Yam
Alan Weatherford Suz
125 C
Greg Hammond Hon
Eric Klinkhammer Suz
Montrell Brooks Kaw
Josh Burress Hon
Travis Deal Suz
250 A
Jordan Moneymaker Yam
Derek Smith Kaw
Darrell Blankenship Suz
250 B
Justin Brown Suz
Danny Seaton Kaw
Russ Blankenship Suz
Chris Sweat Kaw
250 C
Joey Self Hon
Tony Travis Yam
Michael Smith Kaw
Cory Needham Hon
Russell Hall Suz
25+
Mark Garrison Kaw
Timmy P'Pool Kaw
30+
Mark Garrison Kaw
Timmy P'Pool Kaw
Rick Shell Yam
30+ B/C
Lonnie Evans Yam
Kenneth White Hon
Danny Seaton Kaw
David Reasons Suz
Mike Garrison KTM
40+
Kenneth White Hon
Steve Speights Yam
50+
Buddy Akers Suz
4-STRK/265 OPEN B/C
Lonnie Evans Yam
Heath Ellis Yam
Doug White Yam
WMN
Melissa Bailey Hon
Sherry Crittendon Kaw

Motocross Galion Sunset Ramblers Galion, OH October 11 By Michael Davis

50 1
Kyle Gilchrist KTM
Brandon Price KTM
Ryan Titus KTM
Mersadece Butterman KTM
Ben Rossman KTM
50 2
Brandon Weber Yam
Aaron Jenkins Yam
Damien Thomen Yam
Zach Stents Yam
Bradley Baker Yam
60
Zach Ames KTM
Michael Roberts Kaw
Allen Jones Kaw
Brach Collins Kaw
Damon Bauer Kaw
MINI JR
Zach Ames KTM
Michael Roberts Kaw
Kyle McConnell Kaw
Drew Brenner Suz
Allen Jones Kaw
MINI SR
Broc Bauer Hon
Tony Doble Hon
Jonathan Shepherd Kaw
Broc Miller Yam
SCHBY
Tony Doble Hon
Jesse Fry Suz
Jonathan Shepherd Kaw
Joe Otterbacher Kaw
125 C
Chuck Szymczak Suz
Brian Worthman Hon
Jared Young Hon
Jeremy Holler Hon
Jason Fry Suz
250 B
Jay Coventry Kaw
Matt Bores Suz
250 2-STRK B
Mike Procker Hon
Steve Clements Hon
Tim Easter Hon
Branden McClure Yam
250 4-STRK B
Jon Taylor Hon
Cory Hoffman Hon
Andy Windbigler Hon
250 C
Denny Kidwell Yam
Josh Heller Hon
Steve Heitsche Hon
Andy Slaton Kaw
Tim Easter Kaw
BMBR
Mark Mackay Hon
Jeremy Heller Kaw
Ryan Mason Yam
Michael Davis Hon
Travis Blackburn Suz
30+
Jeff McCune Suz
Kevin Price Hon
Jay Coventry Kaw
Eric Bauer Hon
Todd Hallaprim Yam
40+
Mark Mackay Hon
Ralph Zerbe Hon
Mark Weber Hon
Ken Parschauer Hon
Dennis Maerkist Hon
EXTRA
Brad Snyder Yam
Matt Bured Suz
Marcus Biggs Yam

Motocross Moto-X West Night Moto-X Series Winners Fernley International Raceway Fernley, NV By Bob Fabel

50 (0-7)
Tyler York
Kyle Mason
Carey Lincoln
J.J. Brown
Keith Adams
50 (8+)
Kyle O'Brien
Brook York
Chris Walton
Jared Grosskopf
Mike Salsby
60 (0-9)
Tony Nessler
Normajean Jean
Nathan Ashley
Tyler York
Kyle O'Brien
60 (10+)
Kyle Congdon
Patrick Dichl
Ryan Todaro
Aren Del Chairo
Ryan Ferris
80 BEG
Cooper Munson
Chris Manzini
Mike Todaro
Kyle Congdon
Michael McMurry
80 JR
Josh Peterson
Josh Ferguson
Bobby Garrison
Joel Grosskopf
Nick Baugh
125 BEG
Mike Stumbaugh
David Gipe
Alan Ashley
Anthony Vanetti
Jason Winery
125 JR
Travis Cole
Greg Garrison
Matthew Womble
Caz Przygoda
Mark Levrett
125 INT
Casey Smith
Jeremy Evans
Tommy Jean
Adam Portue
Chad Tranberg
125 PRO
Justin Tiearney
Freddy Wiechers
Sven Stillmock
Tim O'Brien
Cody Killam
250 BEG
Tom Garrison
Mark Solinsid
Ryan Osborn
Gary Archie
Jerame Teel
250 JR
Darin Ernst
Pete Neely
Paul Mudd
Curtis Clowdus
Ryan Keuhey
250 INT
Jeremy Evans
Jessc Duncan
Tommy Jean
Zeb Armstrong
Dana Belton
250 PRO
Justin Tiearney
Steve Garnett
Sven Stillmock
Kenny Lash
Aaron Chelelske
25+ BEG
Richard Arrington
Sean Moran
Ken McLellan
Steve Duin
Guy Kent
25+ JR
Paul Mudd
Pete Neely
Tim Walker
Steve Gill
Matt Zito
25+ INT
Dan Galliett
Rich Barker
Craig Olson
Chris Ponsock
Marcus Gentry
30+ BEG
Matt Boyd
Jerry Jones
Pat Frankoski
Mackey Steve
Perry Baker
30+ JR
Mark Chandler
Cliff Walls
Scott Sibbald
Scott Churchley
Mike Helton
30+ INT
Mike McMurry
Troy Decker
Loren Caudle
Andy Monroe
Jeff Covington
30+ EX
Russell Johnson
Keith Burnette
Dan Galliett
Steve Vogel
Greg King
30+ PRO
Jon Varner
Darryl Haney
Sven Stillmock
Randy Maga
Marc Tucker
40+ JR
Tom Garrison
Tom Baugh
Mick Jacobs
Mike Ellis
Chuck Hanks
40+ INT
Richard Lewis
Ralph Winship
Matt Waldron
Dave Keil
Ted Griffin
40+ EX
Randy McCoy
Larry Brown
Jeff Covington
Greg Burns
Scott Sutter

Motocross Buckeye State Motocross Championship Series Final Point Standings District 11, OH By Rupert X Pellett

PW50/AUTO-OIL
Jordan Strickland
Brandon Rehmert
Jeff Bair
50 (4-6)
Devan Shade
Kyle Burlile
Jordan Strickland
50 (7-8)
Devan Welch
Axl Moler
Kris Nelson
65
Pat Massie
Jake Mohney
Codi Adams
80 (7-11)
Nick Carroll
Chris Robertson
Pat Massie
80 (12-15)
Gavin Gracyk
David Whitcraft
David Herb
125 A
Chuck Reed
Tommy Collier
Mike Morgan
125 B
Mike Campbell
Mike Ivers
David Whitcraft
125 C
Tony Taylor
Collin Beverly
Cody Hosta
250 A
Tommy Collier
Chuck Reed
Jon Schmitz
250 B
Mike Campbell
J.C. Cravens
Josh Dohn
250 C
Scott Generke
Jason Powers
Wilson Lewis
SCHBY
Jason Wade
Gavin Gracyk
Andy Willard
16-24
Mike Ivers
Matt Waitman
Jason Brown
25+ A
Chuck Reed
Mike Morgan
Jon Schmitz
25+ B
Curt Rehmert
Josh Dohn
Terry Barnes
30+ A
Jon Schmitz
Mike Morgan
Ken Frankenberry
30+ B
Curt Rehmert
Terry Blakley
Jamey Johnson
40+
Ken Frankenberry
Gerry Bennett
Joe Collins
OPEN
J.C. Cravens
Derrick Goldberg
Ted Bair

Motocross T-N-T MX Park Milan, TN October 11 By Bonnie Burkeen

50
Preston Seratt Cob
Cole Huggins KTM
Allen Brady Cob
Spencer Cook Cob
Jason Crick Lem
65
Ben Crittendon Kaw
Chase Thomas Kaw
Steve Kissiar Kaw
Brady Orr KTM
Preston Seratt Kaw
85 JR
Greg Lovins Yam
Charles Brooks Kaw
Ben Crittendon Kaw
Steve Kissiar Kaw
Brady Orr KTM
85 SR
Jamaal Bond Hon
William Devault Kaw
Shane Kissiar Kaw
Lloyd Stegall Hon
Dustin Thomas Kaw
OPEN 85
Justin Strayhorn Hon
Brandon Burrow Yam
Chase Gamble Suz
SCHBY
Tony Schaffer Suz
Eric Klinkhammer Suz
Adam Manning Kaw
Dustin Shell Yam
William Devault Kaw
16-24
Chris Brill Yam
Johnny Scott Hon
Joey Self Hon
Billy McKin Hon
William Smallwood Suz
BEG
Travis Freeman Kaw
James Bingham Hon
Kevin Burkart Yam
B.J. Volick Yam
Nathan Cooke Hon
125 A
Trey Phillips Hon
Darrell Blankenship Suz
Billy McKin Hon
125 B
Marty Stinnett Hon
William Smallwood Suz
Clint Burkeen Suz
125 C
Chris Brill Yam
Rayford Collins Jr. Hon
Mike McGee Hon
Will Cherry Suz
Steve Watkins Hon
250 A
Trey Phillips Hon
Jason Perry Hon
250 B
William Smallwood Suz
Nick Pinegar Suz
Russ Blankenship Suz
250 C
Don Rice Yam
Jason Wilkes Kaw
Joey Self Hon
Robert Bulter Hon
Chris May Kaw
25+
Marty Stinnett Hon
Nick Pinegar Yam
Ronnie Ray Hon
Tim Riley Hon
Kenny Stowe Suz
30+
Lonnie Evans Yam
Tim Riley Hon
Kevin Poole Kaw
Brooks Holcomb Hon
40+
Ronnie Ray Hon
Kenneth White Hon
WMN
Sherry Crittendon Kaw
Melissa Bailey Hon

Motocross GFI Yamaha of Modesto/MSR Fall Series MX Final Results Modesto, CA By Jim Enos

Pee Wee Track
50 (4-6) STK BEG
Ty Keenom
C.J. Barham
Mikey Colston
Christian Standers
Marisa Bradshaw
50 (4-6) BEG MOD
Cody Lambott
Nicholas Bacchini
50 (7-8) STK BEG
Richie Thomas
Jake Baraldi
Ruben Hernandez
Cary Kotowski
Joshua Duppong
50 (0-8) OPEN
Chris Gilbert
Main Track
50 (4-6)
Joshua Greco
Scotty Craven
50 (7-8)
Eric Poth
Cody Jackson
Jacob Bremen
Michael Flores
Michael Curci
60 BEG
Denver Edwards
Nathan Hollister
Chris Santino
Joey Harris
Ryan Martin
60 NOV
Casey Hinson
Matthew Spencer
Kurtis Batey
Greg Fouts
Kyle Kent
60 INT
Jared Mertens
Rocco Curci
80 BEG
Tyson Enzweiler
Rory Radovich
Sean Hampton
Danny Harris
Chris Conley
80 NOV
Steve Hernandez
Brett Markarian
A.J. Perez
Justin Godoy
Matt Fernandes
80 INT
Matt McCrummen
Ryan Morais
Eric McCrummen
Cory McDaniel
Tyler Kalisiak
80 EX
David Boothe
80 S/MINI
David Boothe
Ryan Morais
Matt McCrummen
Tyler Kalisiak
Eric McCrummen
125 BEG
John Goodby
Aaron Casados
Loren Thomas
Don Bailey
Tyler Larick
125 NOV
Adam Baca
Mark Verhougstraete
Simon Temmerman
Dylan Vicha
Steve Mertens
125 INT
Jesse Ketcham
Logan Masterson
Turbo Reif
Keith Verdin
Jeremy Santoro
125 PRO
Jeff Northrop
Jeff Pestana
Rusty Holland
Danny Paladino
Richard Stephens
250 BEG
Alex Wilson
Jason Cameron
James Brooks
John Lewis
Mick Langston
250 NOV
Billy Jurevich
Josh Coffman
Chris Platero
Justin Brooks
Mike Hunter
250 INT
Kelly Quinn
Cory Morais
Jeremy Santoro
Turtle Wikoff
Matt Fowler
250 PRO
Jeff Northrop
Jeff Pestana
Rusty Holland
Trevor Meagher
Danny Paladino
500 INT
Gary Plattje
John Moore
500 PRO
Jon Nelson
Travis Marks
Parry Klassen
Mark Workentine
Geoff Woods
25+ BEG
Alex Wilson
Randy Tufts
John Lewis
Loren Thomas
Russell Wilcox
25+ NOV
Dave Lowi
Brooke Shaw
Mike Hunter
R.K. Field
Emmet Ramirez
25+ INT
Mike Hodges
Mike Besemer
Shane Verdin
John Matalamaki
Don Mendenhall
30+ BEG
Frank Sanchez
Jon Gibb
Jonathan Chapman
Duane Shepherd
Michael Flores
30+ NOV
Dan DeNuzzo
Tim Alvarado
William Serpa
Darin Powell
R.K. Field
30+ INT
Mike Hodges
Shane Verdin
Skip Guinn
Tim Pilg
Don Mendenhall
30+ PRO
Terry Bostard
Geoff Woods
Greg Pennington
John Nelson
Jeff Pestana
35+ NOV
Randy Lynch
Pat Saugar
Jim Enos
Robert Woehrle
Alex Chellew
35+ INT
Tim Alvarado
John Matalamaki
Gary Plattje
John Handelin
Ron Sharp
40+ NOV
Bobby Lynch
Nick McKinnon
David McCandless
Nick Langson
Mitch Weatherly
40+ INT
Jerry Wohlgemuth
Joseph Gonzalez
Henry Kalisiak
Terry Huffer
Daniel Malfatti
40+ EX
John Handelin
Joe Root
WMN
Tina Handelin
Heidi Henry

Motocross Walnut Creek Fall Classic Series Round 2 Walnut Creek MX Park Welch, OK October 18 By Denise Ruppert

50 BEG
Charles Yancey KTM
Tate Waddle Hon
Zachary McCarty Yam
60 (6-8)
Andy Ruppert Kaw
Kasey Fisher Kaw
Jacob Leatherwood Kaw
60 (9-11)
Thomas Young Kaw
Jesse Fasking Kaw
Jack Ogle Kaw
80 JR
Jack Ogle Kaw
Chris Bell Yam
Justin Kehler Hon
80 SR
Justin Glover Hon
Justin Earnest Yam
Paul Witty Kaw
125 BEG
Brett Fisher Hon
Kurt Moudy Hon
Mike Schnaekel Yam
125 NOV
Keith Cooper Yam
Jason Davis Kaw
Jason Brazeal Yam
125 INT
Mark Rausch Hon
Bucky Hopwood Yam
Aaron Story Kaw
250 BEG
Brett Fisher Kaw
Dale W. Karnes Yam
Justin McGuire Yam
250 NOV
Todd Hessee Kaw
Bucky McCarty Hon
Kris Morgan Kaw
250 INT
Ray Ruppert Hon
Robby McQuary Yam
Bucky Hopwood Yam
25+
Bucky McCarty Hon
Charles Paschal Yam
30+
Eugene Sprewtels Kaw
Mike Parrish Suz
Dave Grant Hon
40+
Jeff Bell Yam
Stewert Parrish Suz
Joe Ruppert Hon
OPEN OUTLAW
Ray Ruppert Hon
Steve Forkner Suz
Robby McQuary Yam

Motocross Fairground MX Paris Dirt Trackers Inc. Benefit Operation HOPE Jackson, TN October 17 By Bonnie Burkeen

50
Branden Miller Cob
Hunter Inman Cob
Allen Brady Cob
Spencer Cook Cob
Elliott Barber Cob
65
Branden Miller Kaw
Ben Crittendon Kaw
Steve Kissiar Kaw
Brady Orr KTM
Preston Seratt Kaw
85 JR
Charles Brooks Jr. Kaw
Greg Lovins Yam
Casey Johnson Hon
Ben Crittendon Kaw
Steve Kissiar Kaw
85 SR
William Devault Kaw
Jamaal Bond Hon
Shane Kissiar Kaw
Adam Phelps Suz
Jacob Crossett Hon
OPEN 85
Jamaal Bond Hon
Jeff Burkett Kaw
Shane Kissiar Kaw
Nathaniel Reynolds Hon
Dustin Thomas Kaw
SCHBY
Clint Burkeen Suz
Eric Klinkhammer Suz
William Devault Kaw
Tony Schafer Suz
Michael Lawrence Suz
16-24
Derek Smith Kaw
Jordan Moneymaker Yam
Pooh Bear Guiden Yam
Keith Guiden Suz
Aaron Jones Yam
BEG
Heath Ellis Yam
Kevin Burkhart Yam
Tommy Hood Suz
Travis Freeman Kaw
Mike Schaffer Kaw
125 A
Derek Smith Kaw
Darrell Blankenship Suz
Brent Brush Yam
125 B
Pooh Bear Guiden Yam
Jeff Burkett Kaw
Aaron Jones Yam
Carmack Thompson Kaw
Clint Burkeen Suz
125 C
Wade Hunter Yam
Raiford Collins Jr. Hon
Travis Deal Suz
Eric Klinkhammer Suz
Steven Simpson Kaw
250 A
Derek Smith Kaw
Jordan Moneymaker Yam
Jason Perry Hon
Darrell Blankenship Suz
Jeremy Noah Suz
250 B
Keith Guiden Suz
Russ Blankenship Suz
Danny Seaton Kaw
Corey McGee Kaw
Brandon Langhans Hon
250 C
Chris Smith Kaw
Brad Moore Kaw
Michael Brewer Hon
Joey Self Hon
Jeff McFarland Hon
25+
Mark Garrison Kaw
Timmy P'Pool Kaw
Don Rice Yam
Wade Hunter Yam
30+
Mark Garrison Kaw
Chris Smith Kaw
Timmy P'Pool Kaw
30+ B/C
Lonnie Evans Yam
Kenneth White Hon
David Reasons Suz
Danny Seaton Kaw
Bonnie Ray Hon
40+
Kenneth White Hon
Steve Speights Yam
Bill Malec Kaw
50+
Pat Frieburger Hon
Buddy Akers Suz
4-STRK/265 OPEN 2-STRK B/C
Lonnie Evans Yam
Heath Ellis Yam
Doug White Yam
Harry Brooks Hon
WMN
Melissa Bailey Hon
Sherry Crittendon Kaw

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

See Your 1999 YZ At These

ALABAMA

Twin Cities Yamaha
851 Stage Road
Auburn, AL 36830
334/821-0439 or
twayscyc@mindspring.com

Dothan Powersports
1760 Ross Clark Circle S.E.
Dothan, AL 36301
800/444-4502

ALASKA

Eagle River Yamaha, Inc.
11031 Mausel
Eagle River, AK 99654
907/694-1600

ARIZONA

Town & Country
3333 N. Arizona Avenue
Chandler, AZ 85308
602/503-3333 or
www.azmotorsports.com

Metro Motorsports
6161 W. Bell Road
Glendale, AZ 85308
602/843-5000 or
www.azmotorsports.com

Apache Yamaha
3618 W. Camelback
Phoenix, AZ 85019
602/973-5111

Arizona Power Sports
3618 W. Camelback
Scottsdale, AZ 85257
602/970-4800

Desert Motorsports
15001 N. Hayden Rd #103
Scottsdale, AZ 85260
602/443-4567
www.azmotorsports.com

Cochise Motorsports
417 E. Wilcox
Sierra Vista, AZ 85635
520/458-5297

ARKANSAS

Cycle & Marine Center
214 E. Harding
Pine Bluff, AR 71601
870/536-6500

CALIFORNIA

Hahm Motorsports of Anaheim
125 E. Ball Road
Anaheim, CA 92805
714/563-1700

Bert's Motorcycle Mall
900 W Foothill Blvd.
Azusa, CA 91702
626/334-1288

Bakersfield Yamaha
3500 Wible Road
Bakersfield, CA 93309
805/834-1101

Bellflower Motorsports
10401 Alondra Blvd.
Bellflower, CA 90706
562/925-5097

Berkeley Yamaha
735 Gilman Street
Berkeley, CA 94710
510/525-5525

Corona Yamaha
1245 Pomona Road
Corona, CA 91720
909/738-8111

Yamaha of Delano
310 High Street
Delano, CA 93215
800/339-3841

Motoworld Of El Cajon
660 El Cajon Blvd.
El Cajon, CA 92020
619/442-0941

North County Yamaha
1315 Las Villas Way
Escondido, CA 92026
800/225-1629

John Burr Yamaha
9008 Sierra Ave.
Fontana, CA 92335
909/823-1338

Clawson Motorsports
6334 N. Blackstone Ave.
Fresno, CA 93710
209/435-5020

Honda Suzuki
Yamaha In Goleta
5718 Hollister Ave.
Goleta, CA 93117
805/967-9898

Beach Yamaha
19721 Beach Blvd.
Huntington Beach, CA 92648
714/536-7555

LeBard & Underwood Inc.,
321 E. Imperial Hwy.
La Habra, CA 90631-7396
714/879-8252

Mission Yamaha
25891 Crown Valley Prky
Laguna Niguel, CA 92677
949/582-0351

Long Beach Motorsports
3291 Cherry Ave.
Long Beach, CA 90807
562/427-2779 N. Black

Hahm Motorsports
of Marina Del Rey
4082 Lincoln Blvd.
Marina Del Rey, CA 90292
310/306-7906

Yamaha Of Modesto
1302 9th Street
Modesto, CA 95354
209/527-5603
800/909-Cycle

Murrieta Motorsports
26860 Jefferson Ave.
Murrieta, CA 92562
909/698-4123

South Bay Motorsports
1 West 35th Street
National City, CA 91950
619/420-2300

Montclair Yamaha
11195-1 Central Ave.
Ontario, CA 91762
877/TY-DAVIS

Yamaha PowerHouse
1401 Park Street
Paso Robles, CA 93446
805/237-8913

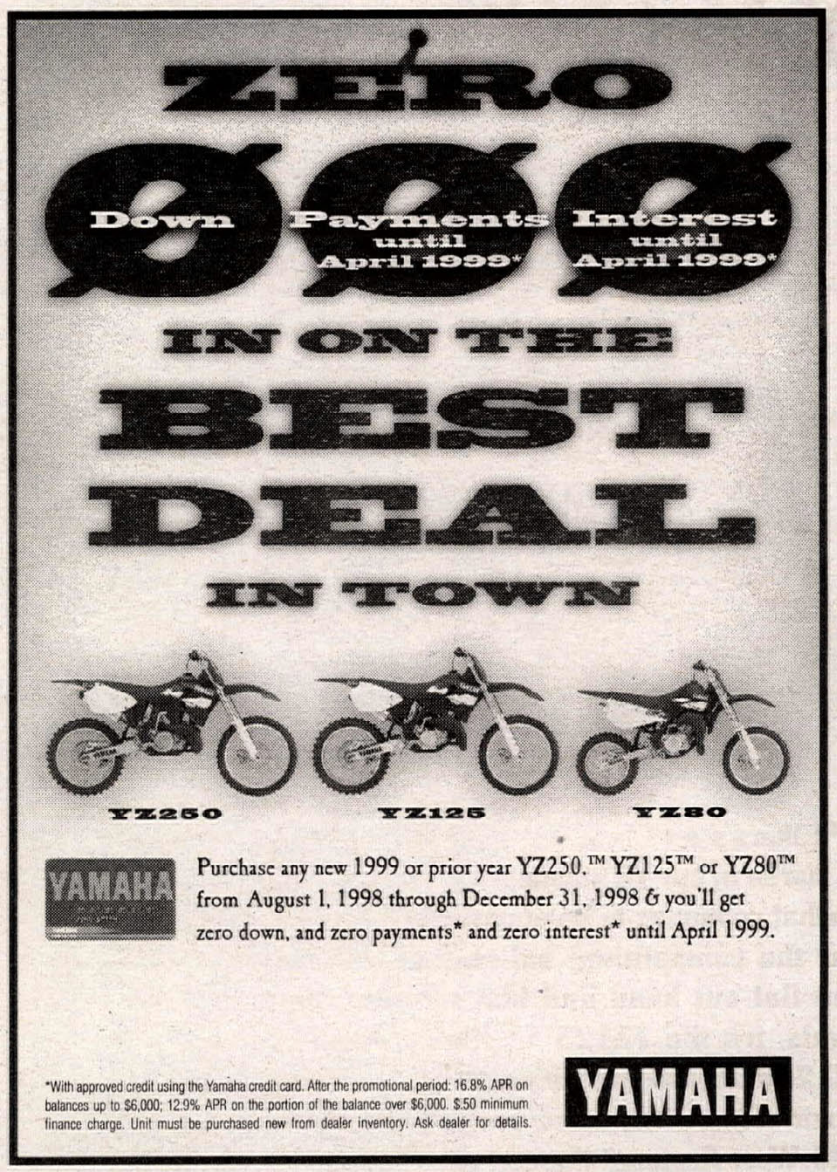
S&K Yamaha
1156 Monroe Street
Red Bluff, CA 96080
800/856-1466

Redding Yamaha Sea Doo
18721 Old Oasis Road
Redding, CA 96003
530/242-8444

Capitol Yamaha
4622 Auburn Blvd.
Sacramento, CA 95841
916/485-9200

San Jose Yamaha
776 No. 13th Street
San Jose, CA 95112
408/287-2946

San Luis Yamaha
1239 Monterey Street
San Luis Obispo, CA 93401
805/541-2200



Thousand Oaks Yamaha
2388 E. Thousand Oaks Blvd.
Thousand Oaks, CA 91362
805/497-3765

B&B Cycles
13815 Park Avenue
Victorville, CA 92392
760/241-7387

Kolbe Cycle Sales
22123 Ventura Blvd.
Woodland Hills, CA 91364
818/348-7865

CONNECTICUT

Enfield Motor Sports
27 Palomba Drive
Enfield, CT 06082
860/741-2173 or
www.enfieldmotorsports.com

Libbys Sales and Service
60 Printers Lane
New Haven, CT 06519
203/772-1112

Motofixx Corporation
277 Main Avenue
Norwalk, CT 06851
203/845-8888

DELAWARE

Yamaha East
620 Pulaski Hwy
Bear, DE 19701
302/322-4120

FLORIDA

Beach Sportcycles Yamaha
1127 W. King Street
Cocoa, FL 32922
407/631-5571

Riva Yamaha
3671 N. Dixie Hwy
Pompano Beach, FL 33064
954/785-4820

GEORGIA

Yamaha of Canton
9450 Knox Bridge Hwy
Canton, GA 30114
770/479-3340 or 479-4501

Yamaha of Dalton
205 M.L. King Jr Blvd.
Dalton, GA 30721
706/278-1620

Ocmulgee Out Doors Inc.
Rt.5 Highway 341 N.
Hazlehurst, GA 31539
912/375-3038

ILLINOIS

Highlands Yamaha, Inc.
5320 East Avenue
Countryside, IL 60525
708/246-4003

DGY Motorsports
216 Ogden Ave.
Downers Gove, IL 60515
630/971-2602

Woodfield Cycle Center
85 E. Golf Road
Hoffman Estates, IL 60173
847/885-7525

Banzai Motorsports
(Midwest Largest YZ Dealer)
611 N. Milwaukee Avenue
Libertyville, IL 60048
847/362-7110

INDIANA

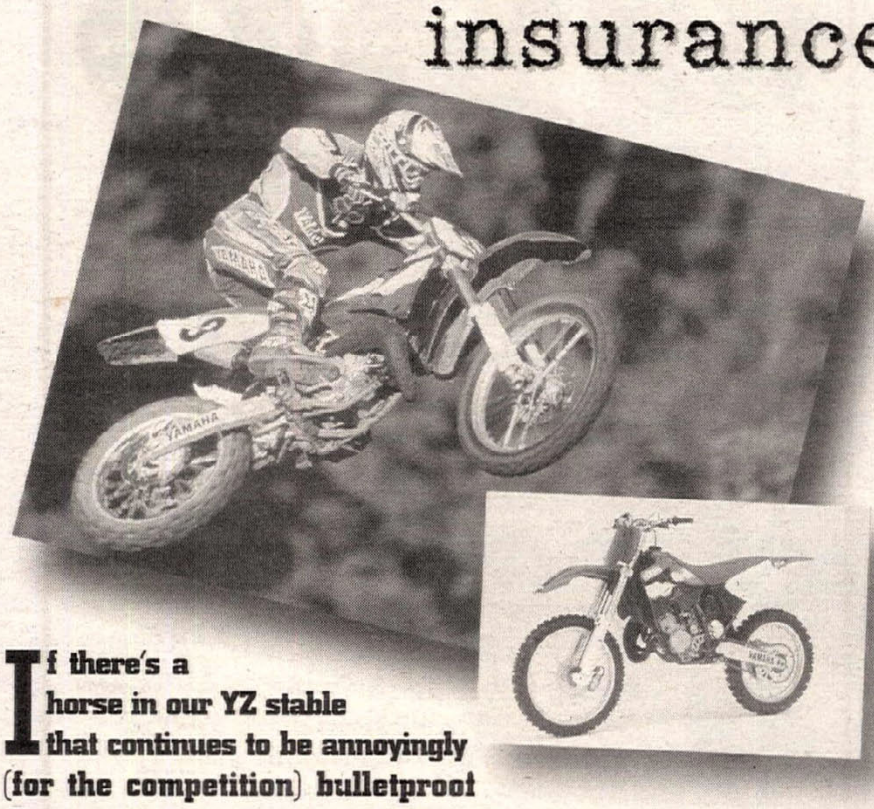
Indy Cycle N' Ski
5025 N Post Road
Indianapolis, IN 46226
317/899-1600

Buck's Powersports
393 E. U.S. Hwy #30
Valparaiso, IN 46383
219/477-4700

Participating Yamaha Dealers

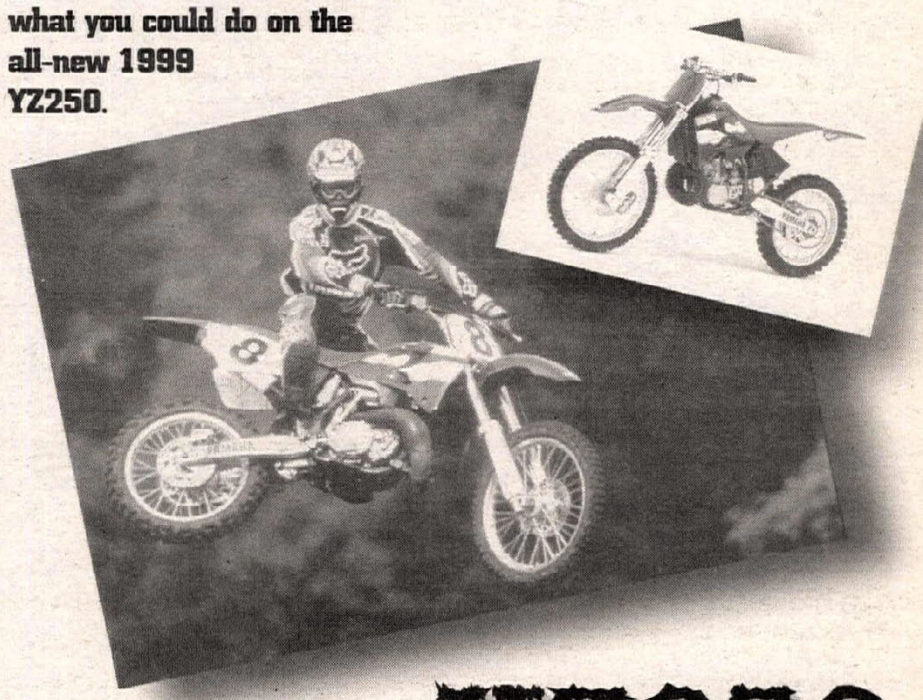
YZ125

Victory insurance



If there's a horse in our YZ stable that continues to be annoyingly (for the competition) bulletproof and flat-out head and bar clamps above its rivals, it's the YZ125™. Hands down. No contest. And if the YZ125's winning status weren't high enough praise, we've now got a pair of hat tricks under our saddle to the tune of three consecutive 125 West Regional Supercross titles and three straight "125 Bike of the Year" awards (MXA Magazine). Call us greedy, but we'd kind of like to make that four in a row. So we put a call into our factory think tank, and let's just say we've raised the bar—again. Intake and exhaust porting have been reshaped and resized, as have the YPVS powervalve seal and carburetor, all with the goal of delivering more mid-range grunt and enhanced high-rpm acceleration. Translation: An even broader powerband with on-tap, usable power across the rev range. And to go with that newfound might are the same chassis upgrades that made their way onto the YZ250: a new, lighter-weight swingarm, revamped fork and shock internals, all-new rear hub, Excel rims and Dunlop 739s. A stronger engine in a lighter, more responsive chassis. Told you we were serious about making that four in a row.

We were ecstatic when Jeremy McGrath won the '98 Supercross championship aboard his YZ250, so we got to thinking: We need to make a statement. And here it is: the newest, most-advanced, sharpest-edged YZ250™ to ever brandish the Yamaha name. We've retooled the engine from crankshaft to cylinder head, increasing the stroke to boost low- and mid-range power for instant, corner-exiting rip. We've also adopted a solenoid-activated Power Jet carburetor for quicker acceleration and a new three-valve Yamaha Power Valve System (YPVS) that puts the snap back into crackling-quick throttle response. And we've made sure that power gets to the ground effortlessly through a smoother, stronger clutch and new, more precise three-bar shifting assembly. Add to that a lighter, stronger swingarm, revamped fork and shock internals, a new rear hub, Excel rims, new Dunlop 739s and a slew of other refinements, and you'll begin to see how serious our intentions are for the new year. And to think that Supermac won the SX title on our, well, "old-generation" bike. Scary to imagine what you could do on the all-new 1999 YZ250.



YZ250

All new. All business.

IOWA

Paul's Motorcycle Service
3341 West Broadway
Council Bluffs, IA 51501
712/322-9808

KENTUCKY

New Ray's Cycle Company
1601 Scott Blvd.
Covington, KY 41014
606/291-3226

LOUISIANA

Midway Cycle
19189 Lake Charles Hwy
Deridder, LA 70634
318/463-8110

MASSACHUSETTS

Andersen Cycle Works
One Watson Place
Framingham, MA 01701
508/877-1144

Valley Motorsports, Inc.
216 N. King Street
Northhampton, MA 01060
413/584-7303

Cycle Design
Route 2A
Phillipston, MA 01331
978/249-2244

Baer's Cycle Sales Inc.
11 Harvey Street
Springfield, MA 01119
413/783-2528

MICHIGAN

Powers Motor Sports
Fremont, MI 49412
616/924-1924

Cycle And Marine Land
3482 Lapeer Road
Port Huron, MI 48060
810/987-3963

MINNESOTA

Trackstar Motorsports, Inc.
4141 S. Cedar Ave.
Mpls, MN 55407
612/729-9391

MISSISSIPPI

North Jackson Honda/Yamaha
113 Briarwood Drive
Jackson, MS 39206
601/362-6492

MISSOURI

Surdyke Yamaha Super Store
1305 Hwy 61
Festus, MO 63028
800/748-8454
314/931-9166

YAMAHA

See Your 1999 YZ At These

Surdyke Motorsports
Rt. 2 Box 201 A
Marionville, MO 65705
800/773-2544

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5840 Hwy 54
Osage Beach, MO 65065
573/348-6575

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Desert Only Yamaha
470 N Boulder Hwy
Henderson, NV 89015
702/565-5254

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603/882-1573

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2907 Fire Road
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609/645-8181

Motion Enterprises
629 White Horse Pike
Hammonton, NJ 08037
609/561-8181

Bergen Sportcycles
30 Rt 46 East
Lodi, NJ 07644
201/641-0100

Action Yamaha Of Edison
108 Rt. 27
Metuchen, NJ 08840
732/494-5555

Stumpy's Yamaha
1207 Hwy 35
Neptune, NJ 07753
732/776-5514

Yamaha Sport Center
566 Rt. 23 North
Pompton Plains, NJ 07440
973/831-1930

Yamaha Of Ramsey
995 Route 17
Ramsey, NJ 07446
201/825-3333

Sussex Motorsports
446 Route #23, P.O. Box 385
Sussex, NJ 07461
973/875-3640

Slegers Cycles
306 Rt. 15
Wharton, NJ 07885
973/366-2525

NEW MEXICO

Bobby J's Yamaha Inc.,
4724 Menaul Blvd. NE.
Albuquerque, NM 87110
505/884-3013

NEW YORK

Long Island Yamaha
67 N. Broadway Rte 107
Hicksville, NY 11801
516/935-6969

Thomas Motor Sports
1201 Route 112
Port Jefferson Station, NY 11776
516/588-3399

NORTH CAROLINA

Yamaha of Lumberton
1031 West 5th Street
Lumberton, NC 28358
910/738-1454

NORTH DAKOTA

Four Seasons Sports, Inc.
2068 3rd Ave. West
Dickinson, ND 58601
701/225-6565

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Athens Sport Cycles Inc.
165 Columbus Road
Athens, OH 45701
800/592-4464

Andrews Yamaha
13134 Rt 62
Salem, OH 44460
330/332-8534

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1230 Conant Street
Toledo, OH 43537
419/891-1230

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1110 South 3rd St.
Chickasha, OK 73018
405/224-6332
Fax 405/224-8047

Maxey's Yamaha
4112 NW 39th Expressway
Oklahoma City, OK 73112
405/946-0558

OKC Motorsports
3401 S. Meridian
Oklahoma City, OK 73119
405/681-0028

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Cascade Sport and Marine
500 Sublimity Blvd.
Sublimity, OR 97385
503/769-8888

PENNSYLVANIA

Gibsonia Cycle Center
4684 Route 8
Allison Park, PA 15101
412/487-2803

Street Track n' Trail
13723 Conneaut Lake Road
Conneaut Lake, PA 16316
814/382-4821

Montgomeryville Cycle Center
980 Rt. 309
Montgomeryville, PA 18936
215/699-7511

Bentleys Yamaha
4451 Rt22 William Penn Highway
Murrysville, PA 15668
724/325-2344

Bohn Cycle
2015 Saw Mill Run Rt 51
Pittsburgh, PA 15210
412/882-4330

SOUTH DAKOTA

Black Hills Powersports
3005 Beal Street
Rapid City, SD 57701
605/342-5500

TENNESSEE

Sarges Cycles
314 East Campbell Blvd.
Columbia, TN 38401
931/388-6133

The Great Outdoor Store
50 N. Madison Drive
Jackson, TN 38343
901/668-4700

TEXAS

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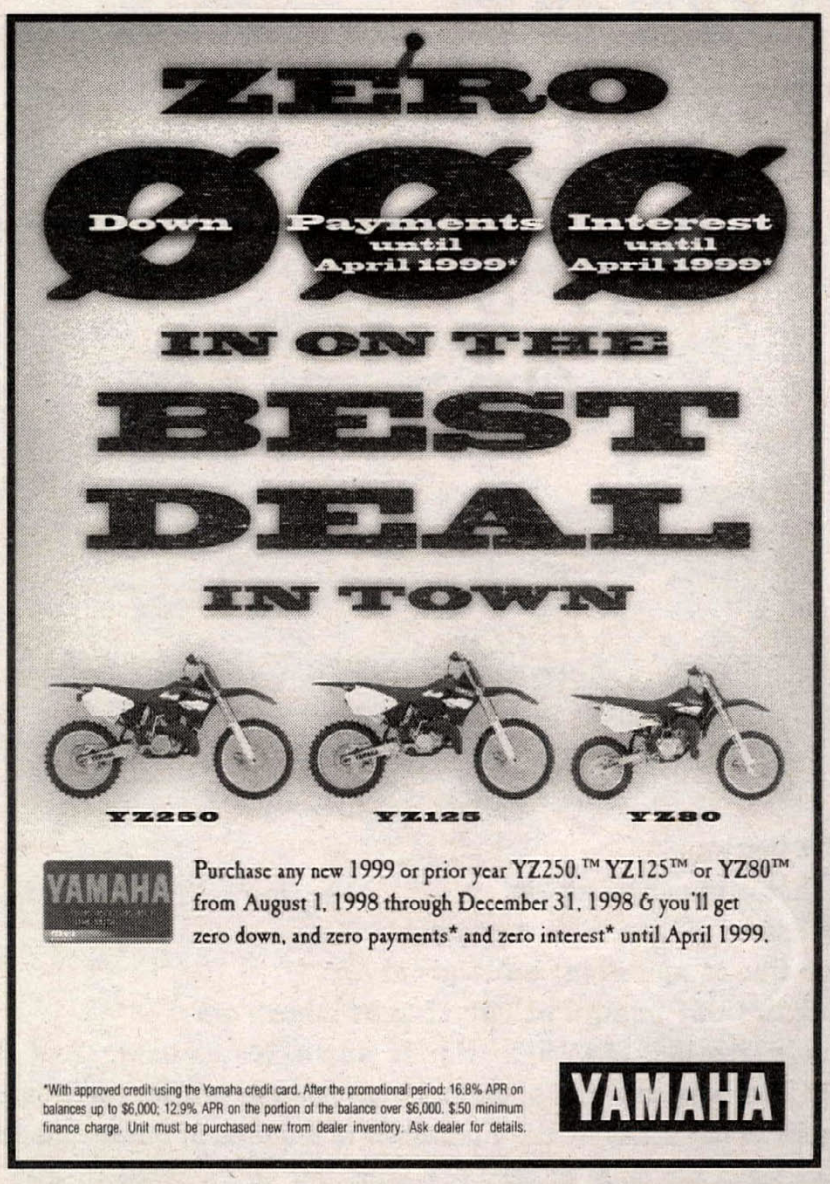
4413 I-40 East, Exit #73
Amarillo, TX 79104
806/373-3053



Golden Triangle Cycle Inc.
1625 College
Beaumont, TX 77701
409/838-4746

Houston Yamaha Motorsports
9550 F.M. 1960 West
Houston, TX 77070
281/890-2020

Cycle Shack
11941 S.W. Fwy
Stafford, TX 77477
281/530-9337
800/32-cycle

UTAH

South Valley Motorsports
11553 S. State Street
Draper, UT 84020
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Plaza Cycle
1379 West 3300 South
Salt Lake City, UT 84119
801/972-8725
800/388-4543

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Dirt Works Cycles
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Bennington, VT 05201
802/447-8606

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390 Kings Hwy
Fredericksburg, VA 22405
540/899-9100

Cycle Sport Springfield
6603 Backlick Road
Springfield, VA 22150
703/451-9330

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Bremerton, WA 98312
360/479-6943

Longview Motorsports
1113 Vandercook Way
Longview, WA 98632
360/636-1220

WISCONSIN

The Engelhart Center
1589 Greenway Cross
Madison, WI 53713
608/274-2366

Yamaha of Port Washington
540 W. Grand Avenue
Port Washington, WI 53074
414/284-5995
800/543-7014

WYOMING

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415 North Center
Rock Springs, WY 82901
307/382-3417

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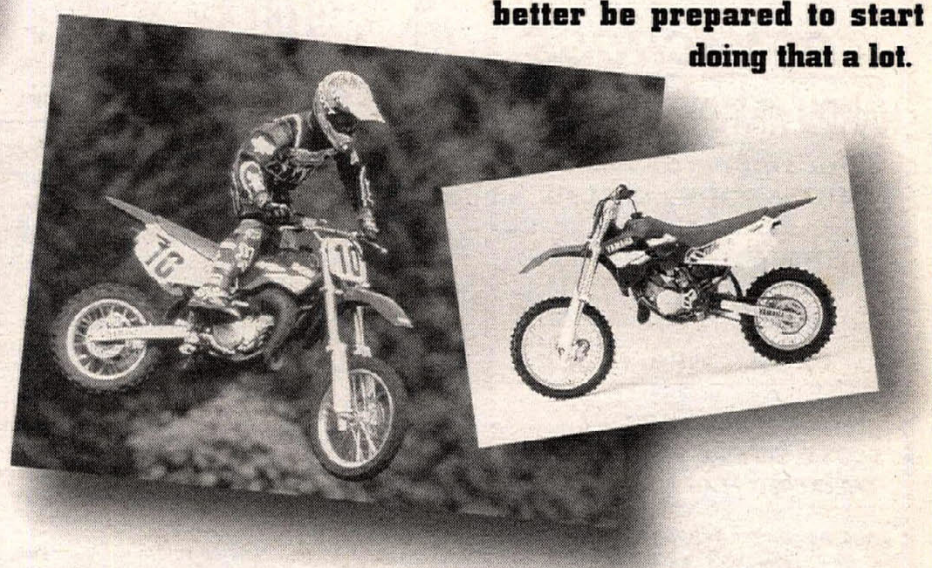
One mission.

YAMAHA

It started when Doug Henry delivered a crushing blow to the SX world two years ago by spanking the entire field aboard his factory YZM400 four-stroke at the '97 Supercross finale in Las Vegas. We couldn't have wished for a better showcase for the dominating, state-of-the-art technology found on what's now our production YZ400F™—a bike that pretty much swept 1998 Bike of the Year honors. With its ultra short-stroke, 5-valve, torque-packed powerplant, "works-style" KYB suspension and race-bred YZ chassis, there's simply no bike like it. Cycle News called it "one of the most exhilarating production race bikes on the planet," while Dirt Bike Magazine hailed Yamaha as having "raised motocross to a new level...in one fell swoop," dubbing the four-stroke "definitely the Bike of the Year, maybe the decade." Well, that hard-hitting, all-world package has just become even more potent, as the '99 YZ400F gets a newly redesigned, lightweight swingarm with an upgraded shock linkage ratio; lighter, stronger rear hub and Excel rims; new Dunlop 739s; and a larger rear brake disc. The good news? Enhanced handling and finer-tuned overall performance to make the "world's greatest four-stroke" that much more unstoppable.

This is where the YZ experience begins. And the moment you swing your leg over a YZ80™, you become part of a storied history. With a legacy lined with victories much like its legendary bigger YZ brethren, the YZ80 has made a habit of dominating pretty much everything that has anything to do with the mini class. And, of course, experts have been quick to chime in with their own praise, most recently crowning it the 1998 "80 of the Year" and "80cc Motocross Shootout" winner. Can't really say we're surprised, though. After all, from its torquey liquid-cooled 83cc single and smooth-shifting six-speed gearbox to its race-bred frame, ultra-strong brakes and fully adjustable suspension, the YZ80 is the mini-racer of choice for those serious abut winning. And if you're going to kick off your career aboard a YZ80, you better be prepared to start doing that a lot.



YZ80

Maximum mini.

There are few joys in life equal to the free-spirited thrill and experience of motorcycling. And that's why it's important for all of us to do our part as responsible riders. By following logical common-sense rules, we can maintain season after of season of unparalleled enjoyment of our sport. Always remember to review your Yamaha motorcycle Owner's manual and Tips Booklet before you ride. Before each ride, take time to check all your equipment. Always wear an approved helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. And always be sure your bike is in first-class condition before riding. Never ride a YZ on paved surfaces or public roads; never carry passengers; never engage in stunt riding and avoid excessive speed. Every motorcycle rider should be aware of the limits of his or her skills, experience and abilities and ride accordingly. Beginners should be extremely cautious and allow extra time and distance for maneuvering and braking. All riders should ride will within the limits of their abilities, never beyond them. Do not drink and ride. It is illegal and dangerous. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF course, please call 1-800-446-9227. The riders used during photography of this brochure are highly skilled, very talented professional racers. All of the action was shot on a closed course, and is not intended to be duplicated in any way. Specifications subject to change without notice. YZs come with a 30-Day Limited Factory Warranty. Limited warranty does not apply to units for racing. See your dealer for details.

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

FIM World Championship Supercross Series
11/20-21 Leipzig, Germany, Rnd 3
11/28-29 Genova, Italy, Rnd. 4

FIM World Championship Road Racing Series
4/18 Sepang, Malaysia, Rnd 1
4/25 Motegi, Japan, Rnd 2
5/9 Jerez, Spain, Rnd 3
5/23 Paul Ricard, France, Rnd 4
6/6 Mugello, Italy, Rnd 5
6/20 Catalunya, Spain, Rnd 6
6/26 Assen, Holland, Rnd 7
7/4 Donington, England, Rnd 8
7/18 Sachsenring, Germany, Rnd 9
TBA TBA, Rnd 10
8/22 Brno, Czech Republic, Rnd 11
9/5 TBA/San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series
4/4 Kyalami, South Africa, Rnd 1
4/18 Phillip Island, Australia, Rnd 2
5/2 Donington, England, Rnd 3
5/16 Albacete, Spain, Rnd 4
5/30 Monza, Italy, Rnd 5
6/13 Nurburgring, Germany, Rnd 6
6/27 TBA, San Marino, Rnd 7
7/11 Monterey, CA, Rnd 8
8/1 Brands Hatch, England, Rnd 9
8/29 A1 Ring, Austria, Rnd 10
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

FIM 500cc World Championship Motocross Series
4/11 Casteinau-de-Levis, France, Rnd 1
4/18 Osuna, Spain, Rnd 2
5/2 Schwanenstadt, Austria, Rnd 3
5/16 Arco di Trento, Italy, Rnd 4
5/30 Loket, Czech Republic, Rnd 5
6/13 Velke Uherce, Slovakia, Rnd 6
7/11 Hawkstone Park, England, Rnd 7
7/18 Teutschenthal, Germany, Rnd 8
8/1 Namur, Belgium, Rnd 9
8/8 Folkendange, Luxembourg, Rnd 10
8/22 Uddevalla, Sweden, Rnd 11
8/29 Kouvola, Finland, Rnd 12
9/5 Lierop, Holland, Rnd 13

FIM 250cc World Championship Motocross Series
3/21 Talavera de la Reina, Spain, Rnd 1
3/28 Megalopolis, Greece, Rnd 2
4/11 Valkenswaard, Holland, Rnd 3
4/18 Ernee, France, Rnd 4
5/2 Maracay, Venezuela, Rnd 5
5/16 Belo Horizonte, Brazil, Rnd 6
5/30 Foxhill, England, Rnd 7
6/13 Maggiora, Italy, Rnd 8
6/20 St. Jean d'Angely, Europe, Rnd 9
6/27 Kester, Belgium, Rnd 10
7/11 Bramont, Canada, Rnd 11
8/1 Gdynia, Poland, Rnd 12
8/8 Folkendange, Luxembourg, Rnd 13
8/22 Nismes, Belgium, Rnd 14
8/29 Gaildorf, Germany, Rnd 15
9/12 Budds Creek, USA, Rnd 16

FIM 125cc World Championship Motocross Series
3/14 Vemeuil si Avre, France, Rnd 1
3/28 Cingoli, Italy, Rnd 2
4/11 Indaiatuba, Brazil, Rnd 3
5/2 Bellpuig, Spain, Rnd 4
5/16 Mill, Holland, Rnd 5
5/30 Foxhill, England, Rnd 6
6/13 Agueda, Portugal, Rnd 7
6/20 Borgo Maggiocre, San Marino, Rnd 8
7/11 Launsdorf, Austria, Rnd 9
7/18 Orahova Vas, Slovakia, Rnd 10
8/8 Roggenburg, Switzerland, Rnd 11
8/22 Bielstein, Germany, Rnd 12
8/29 Jastrebarsko, Croatia, Rnd 13

FIM Motocross des Nations
9/26 Indaiatuba, Brazil

FIM World Individual Speedway Championship Grand Prix Series
5/8 Prague, Czech Republic, Rnd 1
6/4 Linkoping, Sweden, Rnd 2
7/3 Wroclaw, Poland, Rnd 3
7/31 Coventry, England, Rnd 4
8/28 Bydgoszcz, Poland, Rnd 5
9/25 Vojens, Denmark, Rnd 6
7/18 Poole, Great Britain (Intercontinental Final)
7/25 Wroclaw, Poland (Continental Final)
10/10 Lonigo, Italy (Grand Prix Challenge)

AMA MBNA Superbike Series
3/3-7 Daytona Beach, FL, Rnd 1
3/19-21 Phoenix, AZ, Rnd 2
4/16-18 Rosamond, CA, Rnd 3
4/23-25 Sonoma, CA, Rnd 4
4/30-5/2 Monterey, CA, Rnd 5
6/4-6 Braselton, GA, Rnds. 6&7
6/11-13 Elkhart Lake, WI, Rnd 8
6/18-20 Loudon, NH, Rnd 9
7/16-18 Lexington, OH, Rnd 10
7/30-8/1 Brainerd, MN, Rnd 11
9/17-19 Fountain, CO, Rnd 12
10/1-3 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA Grand National Dirt Track Series
3/6 Daytona Beach, FL, Rnd 1
5/8 Hagerstown, MD, Rnd 2
5/15 Woodstock, GA, Rnd 3
5/22 Harrington, DE, Rnd 4
5/30 Springfield, IL, Rnd 5
6/12 Houston, TX, Rnd 6
6/19 Mineralwells, WV, Rnd 7
6/26 Lima, OH, Rnd 8
7/3 Indianapolis, IN, Rnd 9
7/10 DuQuoin, IL, Rnd 10
7/17 Oklahoma City, OK, Rnd 11
7/24 Rossburg, OH, Rnd 12
7/31 Lake Odessa, MI, Rnd 13
8/7 Joliet, IL, Rnd 14
8/11 Rapid City, SD, Rnd 15
8/15 Peoria, IL, Rnd 16
8/21 Hagerstown, MD, Rnd 17
8/28 Sedalia, MO, Rnd 18
9/5 Springfield, IL, Rnd 19
9/11 Dallas, TX, Rnd 20
9/18 Auburn, WA, Rnd 21
9/25 Sacramento, CA, Rnd 22
10/2 Las Vegas, NV, Rnd 23
10/10 Del Mar, CA, Rnd 24
Info: 614/891-2425

AMA Toyota Trucks U.S. Supercross Series
1/9 Anaheim, CA, Rnd 1
1/16 San Diego, CA, Rnd 2
1/23 Phoenix, AZ, Rnd 3
1/30 Seattle, WA, Rnd 4
2/6 Anaheim, CA, Rnd 5
2/13 Tampa, FL, Rnd 6
2/20 Atlanta, GA, Rnd 7
2/27 Dallas, TX, Rnd 8
3/6 Daytona Beach, FL, Rnd 9
3/13 Houston, TX, Rnd 10
3/20 Minneapolis, MN, Rnd 11
3/27 St. Louis, MO, Rnd 12
4/10 Pontiac, MI, Rnd 13
4/17 New Orleans, LA, Rnd 14
4/24 Indianapolis, IN, Rnd 15
5/1 Las Vegas, NV, Rnd 16
Info: 630/566-6100

AMA PJ1 National Arenacross Series
11/13-15 Worcester, MA, Rnd 2
11/20-22 Jacksonville, FL, Rnd 3
11/27-29 Perry, GA, Rnd 4
12/4-6 Rockford, IL, Rnd 5
1/1-3 Fort Worth, TX, Rnd 6
1/8-10 Uniondale, NY, Rnd 7
1/15-17 Hampton, VA, Rnd 8
1/22-24 Baltimore, MD, Rnd 9
1/29-31 Niagara Falls, NY, Rnd 10
2/5-7 Winston-Salem, NC, Rnd 11
2/12-14 Guthrie, OK, Rnd 12
2/19-21 Denver, CO, Rnd 13
2/26-28 Sacramento, CA, Rnd 14
3/5-7 Portland, OR, Rnd 15
3/19-21 San Jose, CA, Rnd 16
3/26-28 Salt Lake City, UT, Rnd 17
Info: 630/566-6100

AMA Mazda Trucks National Motocross Series
5/9 San Bernardino, CA, Rnd 1
5/16 Sacramento, CA, Rnd 2
5/30 Mount Morris, PA, Rnd 3
6/13 Southwick, MA, Rnd 4
6/20 Budds Creek, MD, Rnd 5
7/4 Buchanan, MI, Rnd 6
7/18 New Berlin, NY, Rnd 7
7/25 Troy, OH, Rnd 8
8/1 Washougal, WA, Rnd 9
8/15 Millville, MN, Rnd 10
8/29 Binghamton, NY, Rnd 11
9/5 Delmont, PA, Rnd 12
Info: 614/891-2425

AMA Acerbis National Enduro Series
2/14 Coalinga, CA, Rnd 1
2/21 Lake Pleasant, AZ, Rnd 2
3/27 Forest Hill, LA, Rnd 3*
3/28 Forest Hill, LA, Rnd 4*
5/16 Wellston, OH, Rnd 5
5/29 McArthur, OH, Rnd 6*
6/5 Idaho City, ID, Rnd 7*
6/6 Idaho City, ID, Rnd 8*
6/19 Hurricane Mills, TN, Rnd 9*
6/20 Hurricane Mills, TN, Rnd 10*
7/25 Akeley, MN, Rnd 11
8/22 Indian River, MI, Rnd 12
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
*Indicates ISDE Qualifier
Info: 614/891-2425

AMA National Hare & Hound Series
1/24 Lucerne Valley, CA, Rnd 1
3/14 Lucerne Valley, CA, Rnd 2
3/27 Murphy, ID, Rnd 3
4/10 Jericho, UT, Rnd 4
4/25 Johnson Valley, CA, Rnd 5
6/26 TBA/Nevada, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/891-2425

AMA National Hare Scrambles Series
2/7 Hollister, CA, Rnd 1
2/21 Wilseyville, CA, Rnd 2
4/11 Hurricane Mills, TN, Rnd 3
4/18 Redding, CA, Rnd 4
6/27 Ottawa, IL, Rnd 5
7/4 Chelsea, VT, Rnd 6
7/18 Kahoka, MO, Rnd 7
8/29 Millfield, OH, Rnd 8
10/3 Lynnville, IN, Rnd 9
Info: 614/891-2425

AMA Prostar National Drag Racing Series
11/20-22 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Texas Championship Hare Scrambles Series
12/6 Fort Hood, TX
Info: 409/732-9171

AMA Eastern Four-Stroke National
11/7-8 Society Hills, SC
Info: 606/877-1364

AMA/District 36 Championship Enduro Series
11/15 Ballinger Canyon, Rnd 12
Info: 408/281-3805

AMA/District 27 Dirt Track Series
11/27 Elma, WA
Info: 253/845-8166

AMA/District 36 Family Enduro Series
11/22 Stonyford, CA, Rnd 5
Info: 408/281-3805

AMA/District 37 Dual Sport Ride Series
11/15 Riverside, CA
11/27-28 LA-Barstow-Las Vegas*
12/27 Cantil, CA
1/16-17 Ridgecrest, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

Team Dual Dogs/KTM/Galpin Ford California Dual Sport Series
11/22 Newhall, CA
1/2-3/99 Mojave, CA
Info: 818/701-1913

AMA/Districts 37 & 38 Flat Track Series
11/15 Temecula, CA
Info: 619/277-1591

AMA GFTL Semi-Pro Dirt Track Series
11/21 TBA
Info: 770/962-7888 or 770/339-3997

AMA Mid-South Championship Winter Hare Scrambles Series
11/21 Hohenwald, TN
12/6 Fordsville, KY
12/13 Jonesboro, IL
1/10 Maplesville, AL
2/7 New Johnsonville, TN
2/21 Van Leer, TN
3/14 Cadiz, KY
3/28 Charlotte, TN
Info: 615/859-0873

AMA/Checkered Flag Winter Arenacross Series
12/5-6 Ardmore, OK
1/8-10 Salt Lake City, UT
1/15-17 Wichita Falls, TX
1/22-23 Cape Girardeau, MO
1/29-30 Kearney, NE
2/5-6 Tupelo, MS
2/12-13 Casper, WY
2/19-21 Pasco, WA
2/26-27 Waco, TX
3/5-6 Hobbs, NM
3/12-13 Prineville, OR
Info: 940/683-4742

AHRMA Speed & Sport Vintage Trials Series
11/28 Frank Raines Park, CA
Info: 715/842-9699

AHRMA Southwest Regional MX Series
11/22 Peoria, AZ
Info: 909/929-6772

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Competition Schedule

Date	Club	Event
Nov. 15	*C.C.M.A. "Leapin' Lizard"* @ Ballinger Cyn., Los Padres N.F., CA Info: Pat 805-462-9530	*Enduro*
Dec. 6	*UEA "NOT-SO-TUFF-E-NUFF"* @ Camp Rock Rd., Lucerne Valley, CA Info: Charlie 909-592-2199	*Enduro*
Dec. 13	*Dirt Diggers' "Winter" Hare Scrambles* @ Hwy 395, North of Red Mtn., CA Info: 909-883-5259	

Dual Sport Schedule: Info: 818-249-2141 (3,1)

Date	Club	Event
Nov. 15	*Malcolm Smith Motorsports'* @ Hwy 60 & Gilman Springs Rd. Info: 909-687-1300 (9am-6pm)	*Dual Sport*
Nov.27-28 Fri. & Sat.	*D-37 LA-Barstow to Vegas* @ Mountain Motorsports, Ontario, CA Info: 818-249-2414	*Dual Sport*
Dec. 4-6	*Motorcycle Expo, Long Beach, CA*	
Dec. 27	*USA DSC "Yuletide Ride"* @ BLM Visitor's Center, Cantil, CA Info: 818-348-7237	*Dual Sport*

Dual Sport web site:
www.motorsports-network.com/d37ds

PACE Ultracross Series
1/8-10 Grand Rapids, MI, Rnd 2
2/5-7 Monroe, LA, Rnd 3
2/19-21 Milwaukee, WI, Rnd 4
2/26-28 Nampa, ID, Rnd 5
3/12-14 Memphis, TN, Rnd 6
3/19-21 Chattanooga, TN, Rnd 7
Info: 817/246-7400

SERA Hare Scrambles Series
11/15 Laurel, MS
12/6 Maplesville, AL
1/3 Saucier, MS
1/10 Maplesville, AL
2/7 Birmingham, AL
Info: 504/665-0313

AMP/GFI Octoberfest Series
11/15 Tracy, CA
11/22 Turlock, CA
11/29 Hollister, CA
Info: 209/656-9682

GFI 10 Year Anniversary Super Saturday Series
11/14 Perris, CA
11/21 Perris, CA
12/5 Perris, CA
12/12 Perris, CA
12/19 Perris, CA
Info: 909/653-4042

CCS/Championship Cup Road Racing Series
Florida Region
12/5-6 Homestead, FL
Southwest Region
11/28-29 Chandler, AZ
California Region
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA

ECEA Dual Sport Series
11/15 Greenbank, NJ
Info: 717/865-0601

NETRA C'ship Enduro Series
11/15 Central Village, CT
Info: 860/875-5757

Southeastern Trials Riders Association C'Ship Series
11/14-15 Cumming, GA
Info: 423/942-8688

Trials Incorporated Championship Series
11/14 TBA
Info: 937/299-1501

La Playa MX Grand Prix Series
12/6 Rosarito, Baja California
Info: 011/52-661-22525

Florida State Motocross Championship Series
11/15 Dade City, FL, Rnd 3
12/6 Bradenton, FL, Rnd 4
12/13 Gainesville, FL, Rnd 5
12/20 Orlando, FL, Rnd 6
12/27 Ocala, FL, Rnd 7
Info: 352/732-6697

Black Jack Enduro Series
11/22 Oklahoma City, OK
Info: 417/581-5552 or 417/581-4046

Texas Enduro Series
11/22 Oklahoma City, OK
Info: 800/558-7232

Total Performance Racing Dirt Track Series
11/21 Glenpool, OK
11/22 Glenpool, OK
Info: 918/836-6999

CMRRA 50cc/125cc C'ship Road Race Series
11/22 Palomar, CA
12/13 Riverside, CA
Info: 909/674-5357

WSMC Road Race Series
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info: 805/256-1234

KORR Hare Scrambles Championship Series
11/22 Wichita, KS
12/6 Hillsboro, KS
Info: 316/942-6527

KORR Motocross Championship Series
12/13 Sterling, KS
Info: 316/942-6527

MRAN Desert Series
11/21 Alamo, NV
Info: 702/437-6726

Silver State Desert Race Series
12/4-6 Pahrump, NV, Rnd 4
Info: 702/457-5775 or www.bitd.com.

USRA Desert Series
11/14 Knolls, UT

USRA & ZMA Motocross Series
11/27-28 St. George, UT
Info: 801/966-4635 or 435/673-2444

District 38/FRT Superstition Championship Series
11/22 Yuha, CA
12/6 Kamikaze Wash, CA
12/31 Plaster City, CA
Info: 619/427-5759

California Rough Scrambles Series
11/15 Madera, CA
11/22 Madera, CA
11/29 Madera, CA
Info: 209/661-0706

West Coast Stadiacross Series
11/13-14 San Francisco, CA
11/20-21-22 Reno, NV
Info: 702/267-4392

Florida Winter Am Series
1/2-3 Gainesville, FL
1/10 Ocala, FL
1/17 Bradenton, FL
1/24 Reddick, FL
1/31 Dade City, FL
Info: 904/935-6872

American Trials Association
11/22 Reed Valley, CA
12/6 San Gabriel, CA
1/10 Romaland, CA
2/21 Corral Canyon, CA
3/7 Johnson Valley, CA
3/21 TBA
5/16 McCain Valley, CA
6/13-14 Big Bear, CA
Info: 714/562-7742

NOVEMBER

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

* Denotes Pro Payback

Nov 13-14

* CALIFORNIA INDOOR MOTOCROSS - Power Cross, On Trac Events, CMC, Cow Palace, San Francisco. Info: 702/267-4392.

* OHIO INDOOR MC AND QUAD RACES - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

Nov 13-15

MASSACHUSETTS ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Centrum Centre, Worcester. Info: 817/246-7400 or www.arenacross.com.

* OHIO INDOOR MOTOCROSS - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

Fri, Nov 13

* OHIO INDOOR RACES - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

Nov 14-15

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 11, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

* OHIO INDOOR RACES - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

TEXAS MOTOCROSS - Pro Circuit Regional Classic, AMA, Village Creek Motocross Park Inc., Fort Worth. Info: 817/572-7713 or 483-5028.

Sat, Nov 14

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

CALIFORNIA DUAL SPORT RIDE - AMA, District 36, Association of California Trailriders, El Dorado National Forest, Sopiago Springs, Jackson. Info: 888/228-6397.

* CALIFORNIA MOTOCROSS - CMC, Riverfront Park, Marysville. Info: 530/695-2727 or http://www.jpsnet/motox.

CALIFORNIA MOTOCROSS - GFI Racing, GFI 10th anniversary Super Saturday Series, Rnd 1, Perris Raceway, Perris. Info: 909/653-4042

GEORGIA MOTOCROSS - Monroe Off-road Ranch, Monroe. Info: 770/267-7978.

* NEVADA FREESTYLE - 4-Leaf Entertainment, 1998 Free Air Festival of Freestyle Motocross, Sam Boyd Stadium, Las Vegas. Info: 949/494-9840.

* OHIO INDOOR MOTOCROSS - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613.

* OKLAHOMA INDOOR FLAT TRACK TT - MoBros Productions, Rnd 1, Muskogee Fairgrounds, Muskogee. Info: 918/425-7327 or www.freeyellow.com/members5/arenaclash.

Sun, Nov 15

ARIZONA MOTOCROSS - Grand Canyon State Series, Suzuki contingency, Speedworld, Wittman. Info: 520/639-0387.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

CALIFORNIA FLAT TRACK - San Diego Flat Track Association Inc., Temecula Speedway. Info: 619/277-1591.

CALIFORNIA GRAND PRIX - CRC, Sponsorship Series, Wild Turkey GP, Glen Helen, San Bernardino. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 4, Carnegie Cycle Park, Livermore. Info: 209/656-9682.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Malcolm Smith Motorsports, Moreno Valley. Info: 909/687-1300.

CALIFORNIA ENDURO - AMA, District 36 and 37, Central Coast Motorcycle Association, Ballinger Canyon, Los Padres National Forest, Cuyama. Info: 805/462-9530.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA MOTOCROSS - CMMC Motocross, #20, Barona Oaks Raceway, Barona Oaks. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - SSC MX, Thousand Oaks Kawasaki, Winter Warmup Series, Hungry Valley MX, Gorman. Info: 805/294-0020 or www.reset-inc.com/sscmx.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Perris Raceway, Moreno Valley. Info: 714/680-8643.

* COLORADO HARE SCRAMBLES - Valley Dirt Riders, Berthoud. Info: 303/477-5333 or 303/477-6979.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State C'ship Series, Rnd 3, Dade City Raceway, Dade City. Info: 352/732-6697 or homepage.usr.com/h/hardrockcp/

* GEORGIA MOTOCROSS - CRC Inc., FTR, Camden Racing Complex, Woodbine. Info: 912/576-3000.

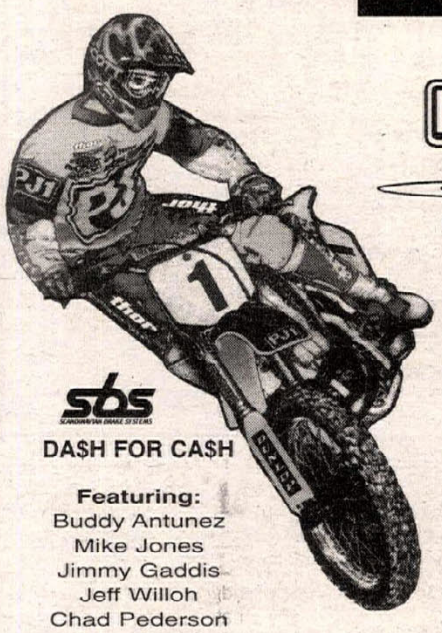
* GEORGIA MOTOCROSS - AMA, Dixie MC Sports Inc., Hillbilly Hills, Roberta. Info: 912/788-0413.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

$510,000.00 PURSE & POINT FUND!

AMA SANCTIONED

Hypnotic Attack
Inescapable Strength
Total Air



PARTS UNLIMITED thor

PJ1 NATIONAL ARENACROSS Series

sbs SCANDINAVIAN BRAKE SYSTEMS
DA$H FOR CA$H

Featuring:
Buddy Antunez
Mike Jones
Jimmy Gaddis
Jeff Willoh
Chad Pederson
Brian Swink
Cliff Palmer
Jeromy Buehl
Denny Stephenson
and more!

- JUMP OFF CONTEST
- NATIONALLY TELEVISED
- 3 BIG DAYS OF RACING
- 125cc & 250cc MAIN EVENTS
- FACTORY SUPPORT TEAMS
- TOP PRIVATEERS
- YOUTH/AMATEUR TROPHIES

1st - 10th PLUS CONTINGENCY

1999 PJ1 NATIONAL ARENACROSS SERIES

NOVEMBER			
6-8	Memorial Center	Des Moines, Ia	
13-15	Centrum Centre	Worcester, Ma	
20-22	Jacksonville Coliseum	Jacksonville, Fl	
27-29	H.L. Reaves Arena	Perry, Ga	
DECEMBER			
4-6	MetroCentre	Rockford, Il	
JANUARY			
1-3	Will Rogers Coliseum In conjunction with D/FW Motorcycle Expo	Ft. Worth, Tx	
8-10	Nassau Coliseum	Uniondale, Ny	
15-17	Hampton Coliseum	Hampton, Va	
22-24	Baltimore Arena	Baltimore, Md	
29-31	Niagara Falls Conv. Center	Niagara Falls, Ny	
FEBRUARY			
5-7	LJVM Coliseum	Winston-Salem, Nc	
12-14	Lazy E Arena	Guthrie, Ok	
19-21	Denver Coliseum	Denver, Co	
26-28	Arco Arena	Sacramento, Ca	
MARCH			
5-7	Portland Memorial Coliseum	Portland, Or	
20-21	San Jose Arena	San Jose, Ca	
26-28	Delta Center	Salt Lake City, Ut	

PRO / EXPERT FRIDAY & SATURDAY
Registration 1pm • Practice 3pm • Races 7:30pm
YOUTH / AMATEUR SUNDAY
Registration 6:30am • Practice 8am
Heats 11am • Races 2pm
NO MEMBERSHIP REQUIRED

PJ1 Kawasaki sbs SCOTT PRO CIRCUIT Motion Pro Primal Impulse COMETIC WISECO SUNSTAR UNI AIR FILTERS REGINA DUNLOP

www.arenacross.com
Info Hotline: (817) 246-7400
PACE MOTOR SPORTS

What's happening? Cycle News Calendar.

GFI RACING

Sat., Nov. 14	GFI 10 Year Anniversary Super Saturday Series	Round 1	Perris
Sat., Nov. 21	GFI 10 Year Anniversary Super Saturday Series	Round 2	Perris
Sat., Dec. 5	GFI 10 Year Anniversary Super Saturday Series	Round 3	Perris
Sat., Dec. 12	GFI 10 Year Anniversary Super Saturday Series	Round 4	Perris
Sat., Dec. 19	GFI 10 Year Anniversary Super Saturday Series	Round 5	Perris

All events at Perris Raceway
For more info, call GFI (909) 653-4042

CRC 1998 California Race Schedule
100% PRO PAYBACK

Sunday	Nov. 15	CRC Sponsorship Series - Wild Turkey GP	Glen Helen
Sunday	Nov. 22	CRC Sponsorship Series MX	LACR
Sunday	Nov. 29	CRC Trophy Series MX	LACR
Sunday	Dec. 6	CRC Trophy Series MX	Edwards AFB
Sunday	Dec. 13	CRC Trophy Series - Merry Christmas GP	LACR

Sat. Practice Oct. 3 to Dec. 12 • 9am to 2pm
CRC Info (805) 272-8889
www.netport.com/lacr-crc

Competition Park Motocross
Open Practice:
8:00 AM - 6:00 PM (All Tracks)
Thursday, Friday, Saturday, Sunday
Motocross / Int. Supercross / 60 & 80 / PeeWee
TRACK FULLY GROOMED EACH DAY!
(909) 654-2126 or (760) 633-1197

GLEN HELEN RACEWAY PARK SAN BERNARDINO, CA
www.GlenHelen.com
CALL 24 HOURS FOR RACE & PRACTICE INFO (909) 880-3090

Thurs.,	Nov.12	MX Practice	8:00am till Dusk
Sat.,	Nov.14	MX Practice	8:00am till 1:00pm
Sun.,	Nov.15	CRC Grand Prix	
Thurs.,	Nov.19	MX Practice	8:00am till Dusk

CHAPARRAL AMA WEEKEND - DEC 26TH & 27TH
CHAPARRAL PRO INVITATIONAL SX - DEC 27TH

CHECK US OUT ON THE WEB @ WWW.CYCLENEWS.COM

CMA (209) 673-8080

Sun., Nov. 15	Little Okie - Madera, CA
Sun., Nov. 22	Tulare, CA
Sun., Nov. 29	Little Okie - Madera, CA

Wed. Night Practices - Little Okie, Madera 5-9 pm

TULARE CYCLE PARK
Tulare, CA Event Calendar

Sat., Nov. 21	MX Practice 10am - 3pm
Sun., Nov. 22	CMA O'Neal MX Series #4
Sat., Dec. 5	MX Practice 10am - 3pm
Sat., Dec. 19	MX Practice 10am - 3pm
Sat., Jan. 2	MX Practice 10am - 3pm

All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

Admission

$15.00 FOR RIDERS

$10.00 FOR SPECTATORS INCLUDES ENTRY FEE, FOOD & BEVERAGES

PIG ROAST
CHILI
BEVERAGES

For Pre-Entry Call (937) 426-2384 4-6 PM

Gilbert's Thanksgiving INVITATIONAL

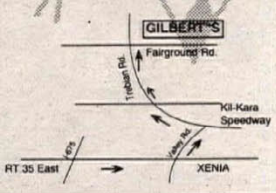
Hare Scrambles And Dirt Bike Swap Meet

Bring your old parts & bikes
Reserve a space now! $10

NOV. 29, 1998
10:00 a.m. Till .....
Xenia, Ohio

Trophies Donated by:
Fockle's Meats
Daytona M/C Club
KK M/C Supply
Gerdes Turf Farm
Buckminn's Harley-Davidson
F&S Kawasaki & Suzuki
Humphry's Motorcycle Sales
Competition Accessories
Eastgate Ford
Joe's Cycle Shop
Southside Honda
Vista Kawasaki

Classes
125cc, 250cc, Open
Pro 125-250-Open
2 Man 125-250-Open
40+ Class
Hardluck Trophy
Overall Trophy



Gilbert's Party Barn
2126 Trebein Rd.
For more information:
(937) 426-2806

Racing on the Tube — November Broadcasts

All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

Date	Time	Event	Network
11/11/98	7:00 AM	Bike Week-Vet World MX C'ship-Part 1	Speed
11/11/98	5:00 PM	Bike Week-Vet World MX C'ship-Part 1	Speed
11/12/98	3:30 AM	MotoWorld (R)	ESPN2
11/12/98	6:30 PM	MotoWorld	ESPN2
11/12/98	9:30 PM	Classics-Corsa Motoclassica	Speed
11/13/98	6:30 PM	MW2 Rev It Up	ESPN2
11/14/98	10:00 AM	Bike Week-Vet World MX C'ship-Part 1	Speed
11/14/98	7:30 PM	American Thunder-Mikuni Bike Show	Speed
11/15/98	1:00 PM	MotoWorld (R)	ESPN2
11/15/98	2:00 PM	Canadian Motocross-Moncton (6/7/98)	Speed
11/17/98	1:00 AM	FIM World GP 500-Japan (4/5/98)	Speed
11/17/98	2:00 AM	FIM World Superbike-Phillip Island, Australia (3/22/98)	Speed
11/17/98	3:00 AM	American Thunder-Mikuni Bike Show	Speed
11/17/98	3:30 AM	MotoWorld (R)	ESPN2
11/17/98	8:30 AM	American Thunder-Daytona Bike Week '97	Speed
11/17/98	10:00 AM	Isle of Man TT 1998	Speed
11/17/98	1:00 PM	History of Motorcycle Racing-The Beginning	Speed

AT= American Thunder *If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company.*

MOTOCROSS
CMMC BARONA OAKS, CA

Sat.,	Nov. 14th	Practice (8am-3pm)
Sun.,	Nov. 15th	Race #20
Sat.,	Nov. 21st	Practice (8am-3pm)
Sun.,	Nov.22nd	Race #21 Final (Bicycle Giveaway)
Sat.,	Dec. 12th	1998 CMMC Banquet

Pee Wee Track Too!
24 HR HOTLINE (760) 752-8252

What's happening? Cycle News Calendar.

WSM WILLOW SPRINGS MOTORCYCLE CLUB
Motorcycle Road Racing on "The Fastest Track in the West"
Motorcycle Road Racing
3rd Sunday every month
Next Event - November 14 & 15
INFO (805) 256-1234
http://members.aol.com/racewsmc

GFI RACING (909) 653-4042
A Rider for the Riders
Southern Region

Sat., Nov. 14	GFI 10 Year Anniversary Super Saturday Series	Round 1	Perris
Sun., Nov. 15	O.T.H.G. (Gang Only)		Perris
Sat., Nov. 21	GFI 10 Year Anniversary Super Saturday Series	Round 2	Perris
Sat., Nov. 28	GFI Saturday Practice (8am-1pm)		Perris
Sat., Dec. 5	GFI 10 Year Anniversary Super Saturday Series	Round 3	Perris

GFI RACING (209) 656-9682
A Rider for the Riders
Northern Region

Sun. Nov. 15	Carnegie Cycle Park,	Livermore, CA
Sun. Nov. 22	Oatfield Race Way,	Turlock, CA
Sun. Nov. 29	Hollister Hills GP Track,	Hollister, CA

Saturday Practice prior to all events from 8am til 2pm

CMC Racing - 714/367-1141
CMC Golden State Nationals

S Rnd 1:	Jan. 3	Glen Helen Raceway,	San Bernardino, CA
N Rnd 1:	Jan. 10	Riverfront Park	Marysville,CA
S Rnd 2:	Jan. 17	Competition Park	San Jacinto, CA
N Rnd 2:	Jan. 17	Hollister Hills SVRA	Hollister,CA
P Rnd 1:	Jan. 24	Salem Arenacross	Salem, OR

Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
"Race with the Best"

REM Saturday MX
at Glen Helen Raceway
Saturday MX - November 14
Saturday MX - November 21
Saturday MX - November 28
No Membership Required!-New Motocross Racetrack.
For Info (619) 484-1441

GNC Texas Regional MX
December 5 & 6
Mosier Valley USA - Arlington, TX
Call: 214-351-9900
www.gncmx.com
GNC MOTOCROSS

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(562) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

KTM MOTORCYCLES
Oakland Sport Center
PARTS IN STOCK
4232 Dixie Hwy. Waterford, MI 48329
(248) 673-3366 (248) 673-8144 FAX
UPS Daily

MOTOCROSS RACING ASSOCIATION
Racing Every Friday, Saturday & Sunday
Open Riding Every Wednesday at Milan & some Sundays at Delta
Ironman GP Series - 1 hour races
www.racemra.com
Call 734-241-1600
for 1998 Racing Schedule

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross, Taylorsville. Info: 828/758-4342.

OHIO ENDURO - 53rd annual Peace Pipe Enduro, Treaty City MC, Greenville. Info: 937/547-1544.

OHIO INDOOR MOTOCROSS - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTORCYCLE SHOW - J&P Promotions, 3rd annual Motorcycle Parts Extravaganza, east and west wings of Memorial Hall, York Fairgrounds, York. Info: 319/462-6011.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC Inc., AMA, District 6, Pine Grove. Info: 717/345-6340 or 345-8734.

SOUTH CAROLINA HARE SCRAMBLES - Little Brown Jug Hare Scrambles, Union. Info: 864/859-1576.

* TEXAS MOTOCROSS - GNC, Motocross/Top Texan Series, Final Round, Mosier Valley USA, Arlington. Info: 214/351-9900 or www.gncmx.com.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Motosports Park, Danville. Info: 804/724-4392.

Thur, Nov 19

CALIFORNIA TECH NIGHT - Pro Italia Motors, Glendale. Info: 818/249-5705 or www.proitalia.com.

Nov 20-22

FLORIDA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Jacksonville Coliseum, Jacksonville. Info: 817/246-7400 or www.arenacross.com.

* NEVADA INDOOR MOTOCROSS - Power Cross, On Trac Events, CMC, Reno Livestock Events Center, Reno. Info: 702/267-4392.

Sat, Nov 21

CALIFORNIA MOTOCROSS - REM, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Starwest MX Night Racing, 4th annual Fall Contingency Series, Starwest Motocross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Glen Helen Raceway, San Bernardino. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI 10th anniversary Super Saturday Series, Rnd 2, Perris Raceway, Perris. Info: 909/653-4042.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

GEORGIA MOTOCROSS - Monroe Off-road Ranch, Monroe. Info: 770/267-7978.

OKLAHOMA FLAT TRACK - Arena Clash, Night Race, Rnd 2, Creek County Fairgrounds, Sapulpa. Info: 918/425-7327 or www.freeyellow.com/members5/arenaclash.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, Hohenwald. Info: 615/859-0873 or msws.org.

NEVADA HARE SCRAMBLES - MRAN, Alamo. Info: 702/725-3451.

Sun, Nov 22

ALABAMA MOTOCROSS - Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

* ARIZONA MOTOCROSS - Grand Canyon State Series, Suzuki contingency, Ocotillo Raceway, Eloy. Info: 520/639-0387.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA DUAL SPORT - Team Dual Dogs/KTM Galpin Ford California Dual Sports Series, Newhall. Info: 818/701-1913.

CALIFORNIA CYCLE SHOW AND SWAP MEET - Topping Events, Long Beach Veterahs Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 5, Oatfield Raceway, Turlock. Info: 209/656-9682.

CALIFORNIA HARE SCRAMBLES - AMA, District 36, Association of California Trailriders, Sopiago Springs, Jackson. Info: 888/228-6397.

CALIFORNIA TRIALS - SCTA-PLONKERS, Rnd 3, ATA Championship Series, Reed Valley. Info: 909/860-1857.

CALIFORNIA MOTOCROSS - CMMC Motocross, #21 Final, Barona Oaks Raceway, Barona Oaks. Info: 760/752-8252.

CALIFORNIA MOTOCROSS - CMXR 1998 Carlsbad Motocross Series, Rnd 2, Over The Hill Gang, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or ww.carlsbadmx.com.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Carlsbad Raceway, Carlsbad. Info: 714/680-8643.

GEORGIA HARE SCRAMBLES - Corn Cob Hare Scrambles, Dahlonega. Info: 706/864-5814.

MICHIGAN BIKE SHOW AND SWAP MEET - Giant MC Swap Meets Inc., Grand Center, Grand Rapids. Info: 616/941-0815.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE MOTOCROSS - Benefit Race for St. Jude's Children's Hospital, TNT MX Park, Milan. Info: 901/987-9633.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/768-2415.

* VIRGINIA MOTOCROSS - AMA, District 13, Actiontown USA MX Park, Dillwyn. Info: 804/724-4392.

Thur, Nov 26

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Elma. Info: 425/745-4010.

Nov 27-28

CALIFORNIA DUAL SPORT RIDE - AMA National, District 37, LA to Barstow to Las Vegas, Mountain Motorsports, Ontario. Info: 818/249-2141.

* MISSISSIPPI ICE SPEEDWAY - ICE/WSRA, Mississippi Coast Coliseum, Biloxi. Info: 970/748-1751 or www.speedwaybikes.com/ice.

Nov 27-29

GEORGIA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, H.L. Reaves Arena, Perry. Info: 817/246-7400 or www.arenacross.com.

Nov 28-29

UTAH MOTOCROSS - ZMA, St. George Motorcycle Club, St. George Raceway. Info: 435/673-0368.

Sat, Nov 28

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CMXR 1998 Carlsbad Motocross Series, Rnd 3, Mini Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - Starwest MX Night Racing, 4th annual Fall Contingency Series, Starwest Motocross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

Sun, Nov 29

* ARKANSAS GRAND PRIX/HARE SCRAMBLES - JML Promotions Inc., Arkansas Hare Scrambles Series, Light House Inn on the river, Fort Smith. Info: 501/648-1696 or jmlpromos@aol.com.

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Racing, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series, Rnd 4, North Florida Raceway, Hillard. Info: 352/732-6697 or homepage.usr.com/h/hardrockcp/

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

* NEW YORK MUD AND SNOW SCRAMBLES - AMA, Square Deal Riders MC Club, SDR Raceway, Harpursville. Info: 607/723-2288 or 607/693-2634.

* NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports, Elizabeth City Motocross, Winter Series, Dixieland Motorsports Complex, Elizabeth City. Info: 757/549-7012.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross, Taylorsville. Info: 828/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

Dec 4-6

CALIFORNIA MOTORCYCLE SHOW - Cycle World, International Motorcycle Show, Advanstar Expositions, Long Beach Convention Center, Long Beach. Info: 800/331-5706 or www.mvgnline.com.

ILLINOIS ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Metro Centre, Rockford. Info: 817/246-7400 or www.arenacross.com.

Fri, Dec 4

CALIFORNIA SWAP MEET - Intershows Indoor Motorcycle Swap Meet, Orange County Fairgrounds, Costa Mesa. Info: 949/582-2371 or www.intershows.com.

Dec 5-6

* FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

* OKLAHOMA ARENACROSS - AMA, Checkered Flag Productions, Hardy Murphy Coliseum, Ardmore. Info: 940/683-4742 or cfp@ntws/net.

* TEXAS MOTOCROSS - GNC, Motocross/GNC Texas Regional, Mosier Valley USA, Arlington. Info: 214/351-9900 or www.gncmx.com.

Sat, Dec 5

CALIFORNIA MOTOCROSS - CMXR 1998 Carlsbad Motocross Series, Rnd 4, Bomber Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - Starwest MX Night Racing, 4th annual Fall Contingency Series, Starwest Motocross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - GFI Racing, GFI 10th anniversary Super Saturday Series, Rnd 3, Perris Raceway, Perris. Info: 909/653-4042.

FLORIDA DIRT TRACK - Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

GEORGIA MOTOCROSS - Southern Raceway Motocross, Bainbridge. Info: 912/246-3607 or 246-5088.

Sun, Dec 6

ALABAMA MOTOCROSS - CMMX Inc., Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Edwards AFB. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Racing, Oatfield Raceway, Turlock. Info: 209/656-9682.

* CALIFORNIA GRAND PRIX - AMA, District 36, Timekeepers MC, Bolado Park, Tres Pinos. Info: 408/739-5762 or www.timekeepersmc.com.

CALIFORNIA TRIALS - Votech, Rnd 4, ATA Championship Series, San Gabriel Canyon. Info: 714/892-3906.

* CALIFORNIA MOTOCROSS - SSC MX, Thousand Oaks Kawasaki, Winter Warmup Series, Hungry Valley MX, Gorman. Info: 805/294-0020 or www.reset-inc.com/sscmx.

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Los Angeles County Raceway, Palmdale. Info: 714/680-8643.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series, Rnd 5, SunState Raceway, Bradenton. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/.

FLORIDA ENDURO - Bald Eagle Enduro, Georgetown. Info: 353/338-0649.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

* KENTUCKY HARE SCRAMBLES - Mid-South Hare Scrambles Series, Fordsville. Info: 615/859-0873 or msws.org.

* MEXICO MOTOCROSS - LaPlaya Motocross Grand Prix, Too Much Fun Promotions, Cantamar Sand Dunes, Rosarito Beach, BC, Mexico. Info: 011/52-661-22525.

* NEVADA MOTOCROSS - MX West, Reno OTHG, Rnd 5, Fall Series, Fernley International Raceway, Fernley. Info: 702/356-6043 or jaja@oasisol.com.

* NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports, Elizabeth City MX, Dixieland Motorsports Complex, Elizabeth City. Info: 757/549-7012 or www.ecmx.com.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

TEXAS HARE SCRAMBLES - Texas Championship Hare Scrambles Series, Fort Hood. Info: 409/732-171.

* TEXAS SHORT TRACK - Action Promotions, Grand Saline. Info: 903/768-2415.

Dec 11-12

* ALABAMA ARENACROSS - Rodeo Country Fairgrounds, Dothan. Info: 334/702-6683.

* MARYLAND SHORT TRACK - Baltimore County Trail Riders, Timonium Fairgrounds, Timonium. Info: 410/661-MOTO.

* NORTH CAROLINA ARENACROSS - AMA, Checkered Flag Productions, Crown Coliseum, Fayetteville. Info: 940/683-4742.

Dec 11-13

CALIFORNIA MOTORCYCLE SHOW - Cycle World, International Motorcycle Show, Advanstar Expositions, San Mateo County Expo Center, San Mateo. Info: 800/331-5706 or www.mvgonline.com.

Fri, Dec 11

* OHIO INDOOR MOTOCROSS - AMA, Henderson's Arena Complex, Jackson. Info: 740/756-1267.

Sat, Dec 12

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI 10th anniversary Super Saturday Series, Rnd 4, Perris Raceway, Perris. Info: 909/653-4042.

* MEXICO HARE SCRAMBLES - Los Ancianos MC, Tecate. Info: 619/281-1400.

* OHIO INDOOR MOTOCROSS - AMA, Henderson Arena Complex, Jackson. Info: 740/756-1267.

* OKLAHOMA SHORT TRACK - Arena Clash, MoBros Productions, AMA, Semi-Pro, Youth, Muskogee Fairgrounds, Rnd 3, Night Race, Muskogee. Info: 918/425-7327 or ww.freeyellow.com/members5/arenaclash.

Sun, Dec 13

* ALABAMA MOTOCROSS - AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495.

CALIFORNIA GRAND PRIX - CRC, Trophy Series, Merry Christmas GP, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTORCYCLE SWAP MEET - The Shop, Ventura County Fairgrounds, Agricultural Building, Ventura. Info: 805/650-6777.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA HOLIDAY PARTY/TOY DRIVE - Pro Italia Motors, Glendale. Info: 818/249-5705 or www.proitalia.com.

CALIFORNIA MOTOCROSS - CMXR 1998 Carlsbad Motocross Series, Rnd 5, CMXR Christmas GP, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

CALIFORNIA HARE SCRAMBLES - Dirt Diggers MC, District 37, AMA, Spangler ORV, Red Mountain. Info: 909/883-5259 or dirtdiggers@eee.org.

CALIFORNIA SUPER TT - Buttonwillow Super TT, Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333.

* COLORADO HARE SCRAMBLES - Valley Dirt Riders, Berthoud. Info: 303/477-5333 or 303/477-6979.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series, Rnd 6, Gatorback Raceway, Gainesville. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/.

* ILLINOIS HARE SCRAMBLES - Mid-South Hare Scrambles Series, Jonesboro. Info: 615/859-0873 or msws.org.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

* NEVADA MOTOCROSS - MX West, Nevada Old-Timers, Rnd 6, Fall Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@oasisol.com.

* NEW YORK MUD AND SNOW SCRAMBLES - AMA, Square Deal Riders MC Club, SDR Raceway, Harpursville. Info: 607/723-2288 or 607/693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross, Taylorsville. Info: 828/758-4342.

* OHIO INDOOR MOTOCROSS - AMA, Henderson Arena Complex, Jackson. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

TENNESSEE HARE SCRAMBLES - Five Oaks Hare Scrambles, Soddy Daisy.

Dec 19-20

CALIFORNIA ROAD RACE - WSMC, Willow Springs International Raceway, Rnd 12, Rosamond. Info: 805/256-1234.

UTAH MOTOCROSS - Zion Motocross Association, STGMX, St. George Raceway. Info: 435/673-0368.

Sat, Dec 19

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CMXR 1998 Carlsbad Motocross Series, Year-End Finals, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI 10th anniversary Super Saturday Series, Rnd 5, Perris Raceway, Perris. Info: 909/653-4042.

FLORIDA DIRT TRACK - Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

Sun, Dec 20

CALIFORNIA VINTAGE GRAND PRIX - AHRMA, Sand Hill Ranch, Brentwood. Info: 925/634-3328.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series, Rnd 7, Orange County Raceway, Orlando. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

TENNESSEE HARE SCRAMBLES - Five Oaks Hare Scrambles, Soddy Daisy.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

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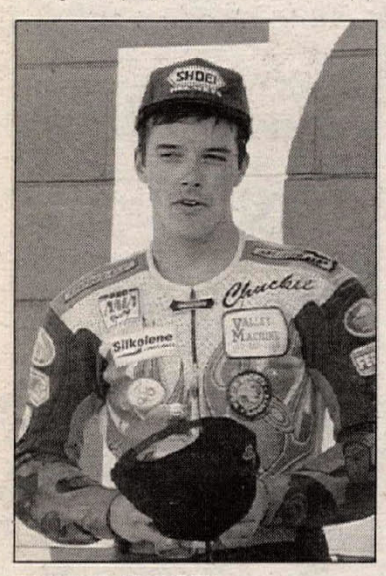
1998 Championship Point Standings

ROAD RACING

500cc WORLD CHAMPIONSHIP SERIES
(After 14 of 14 rounds):

1. Mick Doohan (Hon), Australia (260/8 wins)
2. Max Biaggi (Hon), Italy (208/2 wins)
3. Alex Criville (Hon), Spain (198/2 wins)
4. Carlos Checa (Hon), Spain (139/1 win)
5. Alex Barros (Hon), Brazil (138)
6. Norick Abe (Yam), Japan (128)
7. Simon Crafar (Yam), New Zealand (119/1 win)
8. Tadayuki Okada (Hon), Japan (106)
9. Nobuatsu Aoki (Suz), Japan (101)
10. Regis Laconi (Yam), France (86)



CHUCK SORENSEN

250cc WORLD CHAMPIONSHIP SERIES
(After 14 of 14 rounds):

1. Loris Capirossi (Apr), Italy (204/2 wins)
2. Valentino Rossi (Apr), Italy (201/4 wins)
3. Tetsuya Harada (Apr), Japan (200/5 wins)
4. Tohru Ukawa (Hon), Japan (148)
5. Olivier Jacque (Hon), France (116)
6. Haruchika Aoki (Hon), Japan (112)
7. Stefano Perugini (Hon), Italy (102)
8. Takeshi Tsujimura (Yam), Japan (92)
9. Jeremy McWilliams (Hon), England (88)
10. Luis d'Antin (Yam), Spain (74)

125cc WORLD CHAMPIONSHIP SERIES
(After 14 of 14 rounds):

1. Kazuto Sakata (Apr), Japan (229/4 wins)
2. Tomomi Manako (Hon), Japan (217/5 wins)
3. Marco Melandri (Hon), Italy (202/2 wins)
4. Masao Azuma (Hon), Japan (135/1 win)
5. Lucio Cecchinello (Hon), Italy (130/1 win)
6. Mirko Giansanti (Hon), Italy (113)
7. Masaki Tokudome (Apr), Japan (97)
8. Gianluigi Scalvini (Hon), Italy (89)
9. Roberto Locatelli (Hon), Italy (87)
10. Frederic Petit (Hon), France (78)

WORLD SUPERBIKE CHAMPIONSHIP SERIES
(After 12 of 12 rounds):

1. Carl Fogarty (Duc), England (351.5/3 wins)
2. Aaron Slight (Hon), New Zealand (347/4 wins)
3. Troy Corser (Duc), Australia (328.5/2 wins)
4. Pier-Francesco Chili (Duc), Italy (293.5/5 wins)
5. Colin Edwards II (Hon), Conroe, TX (279.5/3 wins)
6. Noriyuki Haga (Yam), Japan (258/5 wins)
7. Akira Yanagawa (Kaw), Japan (210)
8. Jamie Whitham (Suz), England (173)
9. Peter Goddard (Suz), Australia (155)
10. Scott Russell (Yam), Alpharetta, GA (130.5)

AMA/MBNA SUPERBIKE NATIONAL C'SHIP SERIES
(After 13 of 13 rounds):

1. Ben Bostrom (Hon), Granada Hills, CA (355)
2. Doug Chandler (Kaw), Salinas, CA (342)
3. Mat Mladin (Suz), Australia (330/1 win)
4. Richard Oliver (Yam), Fresno, CA (285)
5. Aaron Yates (Suz), Milledgeville, GA (266/2 wins)
6. Tom Kipp (Duc), Chardon, OH (256)
7. Steve Crevier (Suz), Canada (255)
8. Jamie Hacking (Yam), Spartanburg, SC (251)
9. Anthony Gobert (Duc), Australia (249/3 wins)
10. Miguel DuHamel (Hon), Canada (236/4 wins)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 13 of 13 rounds):

1. Steve Crevier (Suz), Canada (366/1 win)
2. Doug Chandler (Kaw), Salinas, CA (353/6 wins)
3. Eric Bostrom (Hon), Granada Hills, CA (337)
4. Nicky Hayden (Suz), Owensboro, KY (314/1 win)
5. Ben Bostrom (Hon), Granada Hills, CA (307/1 win)
6. Jason Pridmore (Suz), Ventura, CA (284)
7. Tommy Hayden (Kaw), Owensboro, KY (277)
8. Larry Pegram (Suz), Baltimore, OH (275/1 win)
9. Steve Rapp (Suz), Lafayette, CA (273)
10. Aaron Yates (Suz), Milledgeville, GA (233/2 wins)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 12 of 12 rounds):

1. Richard Alexander Jr. (Suz), Carmel, NY (338/1 win)
2. Steve Rapp (Suz), Lafayette, CA (327/2 wins)
3. Mario DuHamel (Suz), Canada (288)
4. Nicky Hayden (Suz), Owensboro, KY (271/4 wins)
5. James Randolph (Suz), Santa Rosa, CA (270)
6. Jimmy Moore (Suz), Eugene, OR (238)
7. Paul Harrell (Suz), Canyon Country, CA (228)
8. Jason Pridmore (Suz), Ventura, CA (223/4 wins)
9. John Jacobi (Suz), Bloomington, IN (202)
   Jake Zemke (Suz), Paso Robles, CA (202)

AMA/ELF FUELS 250cc GRAND PRIX CHAMPIONSHIP SERIES
(After 12 of 12 rounds):

1. Roland Sands (Yam), Long Beach, CA (394/5 wins)
2. Kurtis Roberts (Hon), Turlock, CA (358/3 win)
3. Chuck Sorensen (Yam), Discovery Bay, CA (347/3 wins)
4. Randy Renfrow (Hon), Fredericksburg, VA (263)
5. Geep Terranova (Yam), San Jose, CA (241)
6. Greg Esser (Yam), Pompano Beach, FL (235)
7. Jeffrey Vos (Hon), Holland, MI (224)
8. Takahito Mori (Hon), Japan (219/1 win)
9. Bobby Keith (Hon), Redwood City, CA (212)
   Mark Foster (Yam), San Juan Capistrano, CA (212)

AMA PROGRESSIVE INSURANCE PRO THUNDER SERIES
(After 12 of 12 rounds):

1. Paul Harrell (Tri), Canyon Country, CA (372/2 wins)
2. Shawn Higbee (Bue), Waterford, WI (363/3 wins)
3. Curtis Adams (Tri), Whittier, CA (317/6 wins)
4. Michael Gage (Tri), Baldwin Place, NY (272)
5. James Lickwar (Tri), San Francisco, CA (223)
6. Shawn Conrad (Tri), Sheboygan Falls, WI (221)
7. David Hull (Duc), Mesa, AZ (201)
8. Robert Gonzales (Duc), Tucson, AZ (194)
9. Mark Miller (Bue), Long Beach, CA (122)
10. Paul Orlandi (Duc), Grass Valley, CA (120)

AMA/PIRELLI FORMULA XTREME SERIES
(After 11 of 11 rounds):

1. Eric Bostrom (Hon), Granada Hills, CA (363/9 wins)
2. Tripp Nobles III (Hon), Macon, GA (304/1 win)
3. Mark Miller (Yam), Long Beach, CA (293/1 win)
4. Dean Mizdal (Suz), Huntington Beach, CA (237)
5. Michael Taylor (Kaw), Canada (228)
6. Mario DuHamel (Suz), Canada (194)
7. Chris Voelker (Hon), Bradley, CA (161)
8. Curtis Adams (Yam), Whittier, CA (152)
9 Tray Batey (Suz), Gallatin, TN (142)
10. Mike Voelker (Hon), Bradley, CA (122)

MOTOCROSS

500cc WORLD CHAMPIONSHIP SERIES
(After 12 of 12 rounds):

1. Joel Smets (Hbg), Belgium (404/6 wins)
2. Darryll King (Hus), New Zealand (330/1 win)
3. Peter Johansson (Yam), Sweden (250)
4. Bernd Eckenbach (Hus), Germany (231/1 win)
5. Andrea Bartolini (Yam), Italy (225/3 wins)
6. Gert-Jan Van Doorn (Hon), Netherlands (211)
7. Rob Herring (Hon), England (199)
8. Shayne King (KTM), New Zealand (173)
9. Erwin Machtlinger (Hon), Germany (161)
10. Johan Boonen (KTM), Belgium (127)

250cc WORLD CHAMPIONSHIP SERIES
(After 16 of 16 rounds):

1. Sebastien Tortelli (Kaw), France (563/7 wins)
2. Stefan Everts (Hon), Belgium (555/8 wins)
3. Pit Beirer (Hon), Germany (402/1 win)
4. Frederic Bolley (Hon), France (379)
5. Marnicq Bervoets (Suz), Belgium (288)
6. Tallon Vohland (Yam), Sacramento, CA (275)
7. Jocke Karlsson (Hon), Sweden (245)
8. Mickael Maschio (Yam), France (213)
9. Leon Giesbers (KTM), Holland (174)
10. Paul Cooper (Hon), England (135)

RICKY CARMICHAEL

125cc WORLD CHAMPIONSHIP SERIES
(After 11 of 11 rounds):

1. Alessio Chiodi (Hus), Italy (345/6 wins)
2. David Vuillemin (Yam), France (310/4 wins)
3. Alessandro Puzar (TM), Italy (246/1 win)
4. Claudio Federici (Yam), Italy (217)
5. Luigi Seguy (Hon), France (146)
6. Brian Jorgensen (Suz), Denmark (144)
7. Carl Nunn (Yam), England (141)
8. Alessandro Belometti (Yam), Italy (126)
9. James Dobb (Hon), England (124)
10. Philippe Dupasquier (TM), France (123)

AMA/MAZDA 250cc NATIONAL C'SHIP MX SERIES
(After 12 of 12 rounds):

1. Doug Henry (Yam), Oxford, CT (493/5 wins)
2. Greg Albertyn (Suz), South Africa (430)
3. Mike LaRocco (Hon), South Bend, IN (390)
4. Mickael Pichon (Suz), France (384/1 win)
5. Jeff Emig (Kaw), Riverside, CA (353/4)
6. Ezra Lusk (Hon), Bainbridge, GA (329/1 win)
   Larry Ward (Suz), Florence, SC (329)
8. Kevin Windham (Yam), Baton Rouge, LA (243)
9. Jean-Sebastien Roy (Kaw), Canada (181)
10. Ryan Hughes (Kaw), Temecula, CA (174)

AMA/MAZDA 125cc NATIONAL C'SHIP MX SERIES
(After 12 of 12 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (525/8 wins)
2. John Dowd (Yam), Chicopee, MA (477/2 wins)
3. Casey Johnson (Kaw), Murrieta, CA (407)
4. Robbie Reynard (Suz), Norman, OK (371/1 win)
5. Mike Brown (Hon), Piney Flats, TN (356)
6. Jimmy Button (Yam), Scottsdale, AZ (329)
7. Stephane Roncada (Hon), France (246)
8. Tim Ferry (Yam), Largo, FL (244)
9. Nicholas Wey (Kaw), Dewitt, MI (238)
10. Nathan Ramsey (Kaw), Hixon, TN (204)

TOYOTA/PARTS UNLIMITED AMA SUPERCROSS SERIES
(After 16 of 16 rounds):

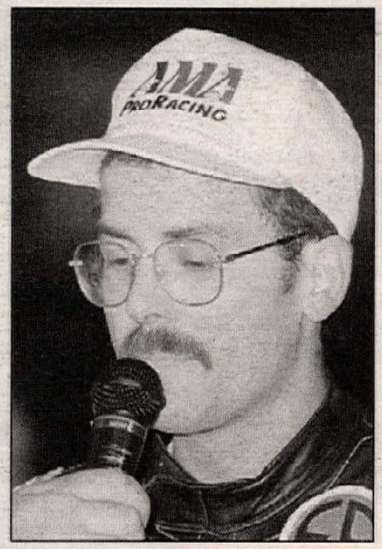
1. Jeremy McGrath (Yam), Canyon Lake, CA (322/7 wins)
2. Ezra Lusk (Hon), Bainbridge, GA (271/4 wins)
3. Larry Ward (Suz), Florence, SC (240/1 win)
4. Kevin Windham (Yam), Baton Rouge, LA (238/2 wins)
5. Mike LaRocco (Hon), South Bend, IN (230)
6. Mickael Pichon (Suz), France (216)
7. Doug Henry (Yam), Oxford, CT (213)
8. Jimmy Button (Yam), Scottsdale, AZ (175)
9. Mike Craig (Hon), Lakeside, CA (174)
10. Ryan Hughes (Kaw), Temecula, CA (159)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (200/8 wins)
2. Robbie Reynard (Suz), Norman, OK (143)
3. Brock Sellards (Hon), New Philadelphia, OH (133)
4. Casey Lytle (Hon), Santa Clarita, CA (114)
5. Shae Bentley (Kaw), Ellenwood, GA (86)
6. Tony Lorusso (Suz), East Hartford, CT (78)
7. James Povolny Jr. (KTM), Mendota Heights, MN (70)
8. Jim Neese (KTM), Greensboro, NC (69)
9. Robbie Skaggs (Yam), Lawrence, KS (66)
10. Corey Keeney (Yam), Oakdale, MN (63)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds):

1. John Dowd (Yam), Chicopee, MA (159/3 wins)
2. David Vuillemin (Yam), France (147/3 wins)
3. Stephane Roncada (Hon), France (145/1 win)
4. Nathan Ramsey (Kaw), Hixon, TX (111)
5. David Pingree (Hon), Menifee, CA (93)
6. Greg Schnell (Yam), Rancho Cucamonga, CA (84)
7. Michael Brandes (Suz), Quail Valley, CA (72)
   Jason McCormick (Hon), Vancouver, WA (72)
9. Travis Preston (Suz), Hesperia, CA (68)
10. Jeff Willoh (Suz), Glendale, CA (67)



GEO ROEDER II

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 19 of 19 rounds):

1. Scott Parker (H-D), Swartz Creek, MI (296/7 wins)
2. Chris Carr (H-D), Fleetwood, PA (294/3 wins)
3. Rich King (Hon), Dysart, IA (282/2 wins)
4. Will Davis (H-D), Goldsboro, NC (260/4 wins)
5. Steve Morehead (H-D), Findlay, OH (182/1 win)
6. Kevin Varnes (H-D), Pottstown, PA (164)
7. Joe Kopp (H-D), Mica, WA (161)
8. Jay Springsteen (H-D), Lapeer, MI (154)
9. Bryan Bigelow (H-D), Au Gres, MI (140)
10. Dan Butler (H-D), Waterford, MI (129)

H-D SPORTSTER PERFORMANCE SERIES
(After 13 of 13 rounds):

1. Jess Roeder, Monroeville, OH (210/5 wins)
2. Shaun Russell, San Jose, CA (178/1 win)
3. Gary Rogers, San Jose, CA (166)
4. Scott Stump, Langhorne, PA (142)
5. Brian Kromroy, Madison, WI (125)
6. Billy Martin, Stockton, CA (119)
7. Mike Hacker, Prince George, WA (99/2 wins)
8. Davey Camlin, Rock Island, IL (91/2 wins)
   Willie McCoy, Richardson, TX (91)
10. Tim Eades, Petersburg, VA (76)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 6 of 7 rounds):

1. Ty Davis (Yam), Hesperia, CA (128/2 wins)
2. Destry Abbott (Kaw), Peoria, AZ (102/1 win)
3. Donnie Bock (Yam), Gypsum, CO (87/1 win)
4. Dave Ondas (Kaw), Trabuco Canyon, CA (82)
5. Brian Brown (Kaw), Nampa, ID (73/1 win)
6. Nick Pearson (KTM), Pioche, NV (71)
7. Russell Pearson (KTM), Pioche, NV (66)
8. Steve Hengeveld (Kaw), Oak Hills, CA (63)
9. Paul Krause (Kaw), Irvine, CA (59)
10. Oakley Lehman (Kaw), Sunland, CA (54)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 8 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV (188/5 wins)
2. Brian Garrahan (KTM), Boulder Creek, CA (157/1 win)
3. Patrick Garrahan (KTM), Boulder Creek, CA (121)
4. Mike Lafferty (KTM), Millville, NJ (95)
5. Fred Andrews (Kaw), Salem, OH (55/1 win)
   Rodney Smith (Suz), Oakley, CA (55)
   Blair Bersano (Kaw), Pinconning, MI (55)
8. Randy Hawkins (Yam), Travelers Rest, SC (43)
9. Scott Summers (Hon), Petersburg, KY (42)
10. Josh McLevy (Hon), Fairfield, CT (40)

FRED ANDREWS

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 12 of 13 rounds):

1. Rodney Smith (Suz), Oakley, CA (177/6 wins)
2. Steve Hatch (Suz), Ithaca, NY (167/2 wins)
   Fred Andrews (Kaw), Salem, OH (167/2 wins)
4. Scott Summers (Hon), Petersburg, KY (148/2 wins)
5. Barry Hawk Jr. (Yam), Uniontown, PA (128)
6. Jim Jarrett (Kaw), Minerva, OH (122)
7. Paul Edmondson (Suz), Corona, CA (119)
8. Randy Hawkins (Yam), Travelers Rest, SC (118)
9. Mike Lafferty (KTM), Millville, NJ (89)
10. Josh McLevy (Hon), Fairfield, CT (87)

AMA ACERBIS NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 10 of 10 rounds):

1. Michael Lafferty (KTM), Millville, NJ (230/6 wins)
2. Doug Blackwell (Yam), Parkersburg, WV (130/1 win)
3. Patrick Garrahan (KTM), Boulder Creek, CO (123)
4. Randy Hawkins (Yam), Travelers Rest, SC (117/1 win)
5. Matt Stavish (Hon), Blaine, MN (117)
6. Ty Davis (Yam), Hesperia, CA (81/2 wins)
7. Jason Dahners (Hbg), Redmond, WA (70)
8. Destry Abbott (Kaw), Peoria, Arizona (54)
9 Fred Hoess (Suz), Stanhope, NJ (50)
10. Russell Pearson (KTM), Pioche, NV (46)

AMA/NATC NATIONAL CHAMPIONSHIP TRIALS SERIES
(After 11 of 11 rounds):

1. Geoff Aaron (Bet), Alpine, CA (276/6 wins)
2. Ryon Bell (Mon), Canada (239/1 win)
3. Raymond Peters (G-G), Beaver Dams, NY (228/1 win)
4. Jess Kempkes (G-G), Lincoln, NE (162/3 wins)
5. Matt Moore (Mon), Sapulpa, OK (148)
6. Chris Bardell (G-G), Millerstown, PA (129)
7. Travis Fox (G-G), Montoursville, PA (127)
8. Brian Capper (G-G), Ansonia, CT (126)
9. Michael Bryant (Bet), Burlington, CT (121)
10. Dennis Sweeten (Mon), Oregon City, OR (59)

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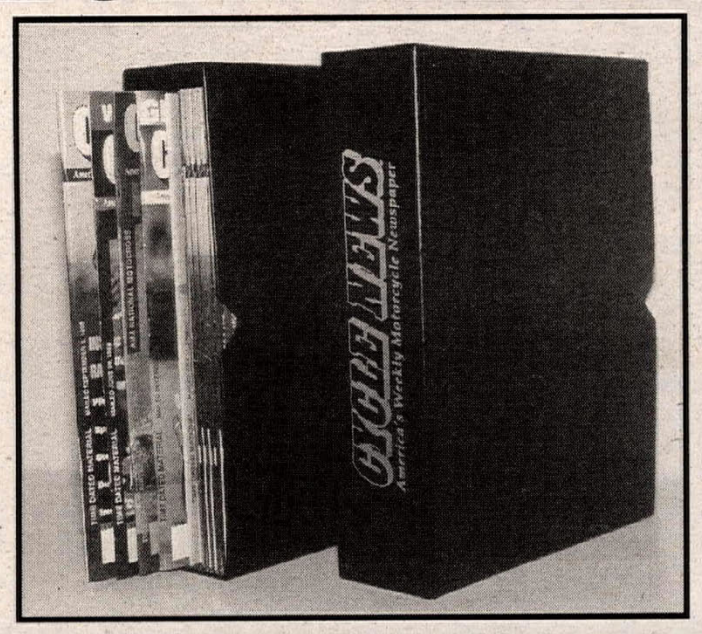

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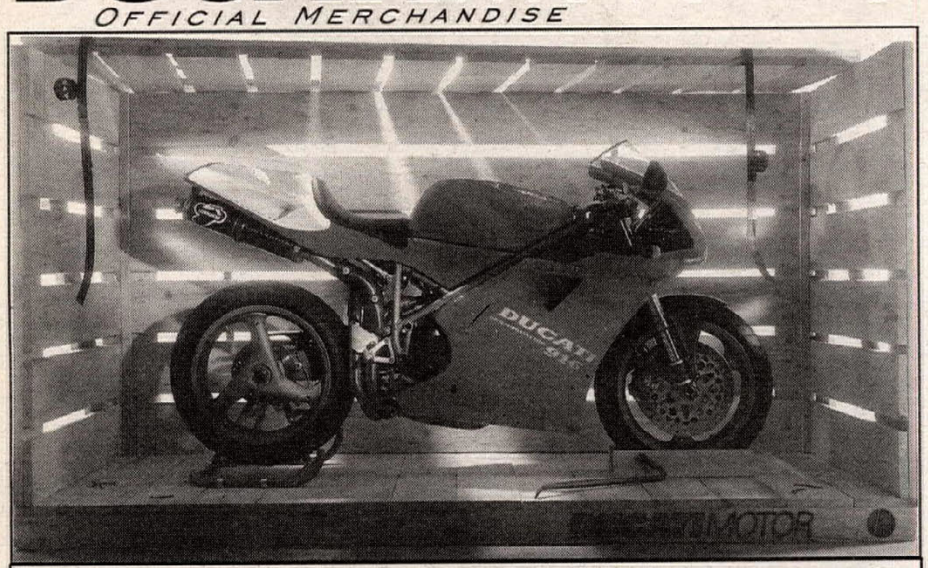

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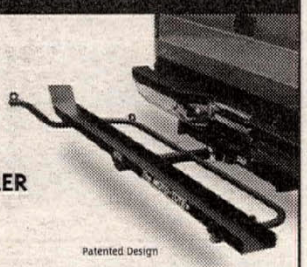

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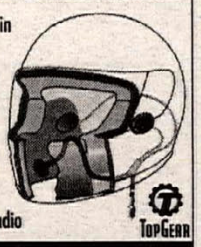

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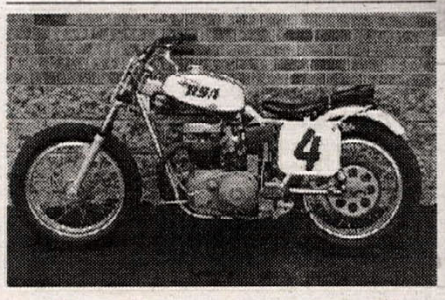

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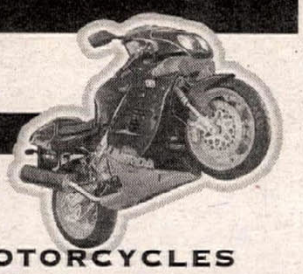

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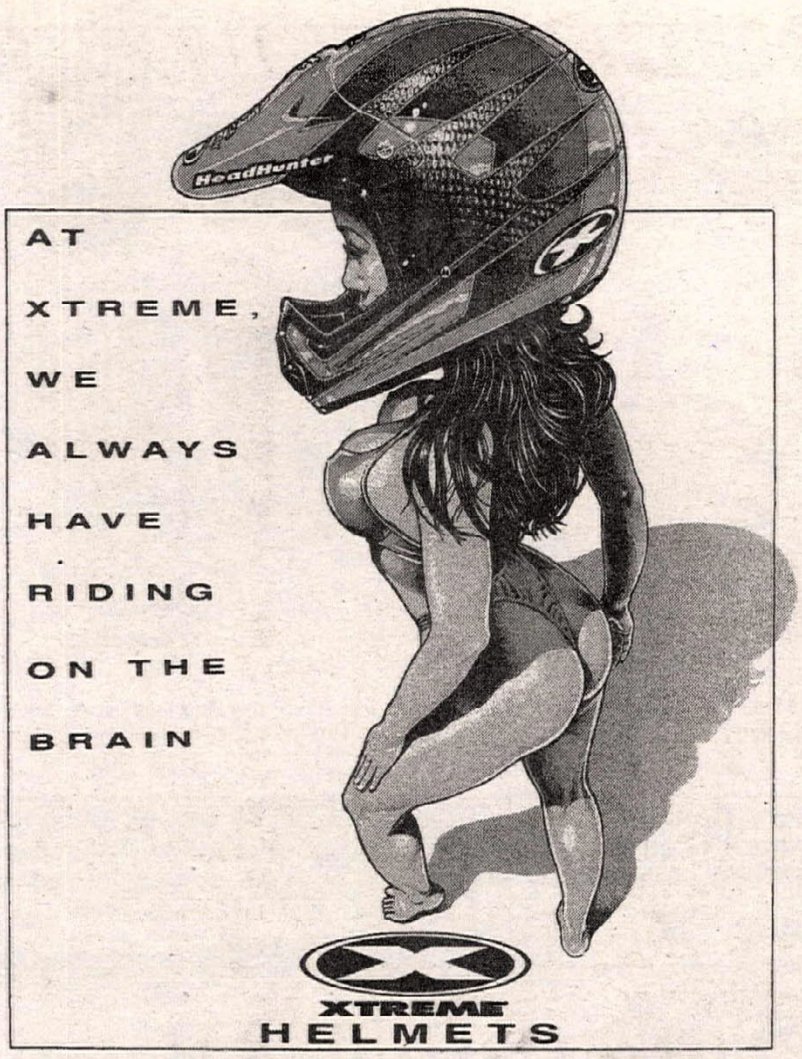

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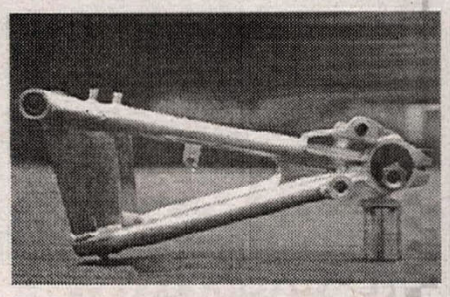

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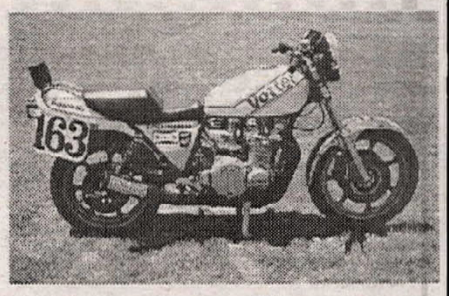

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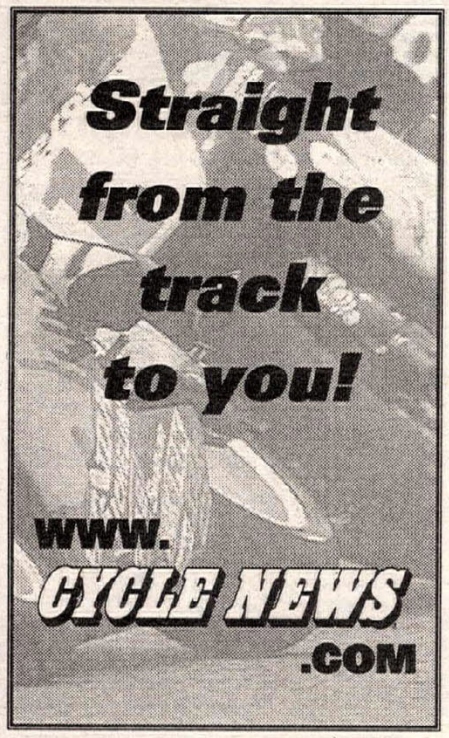

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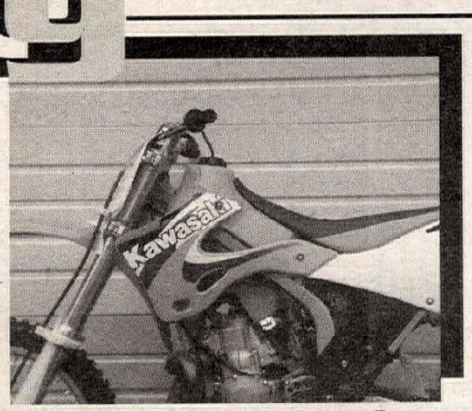

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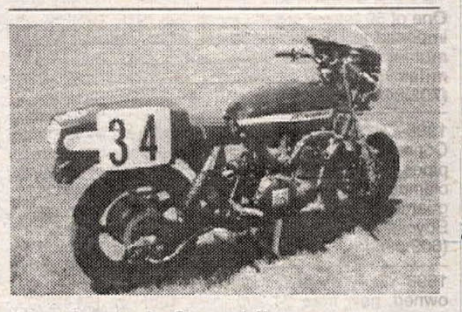

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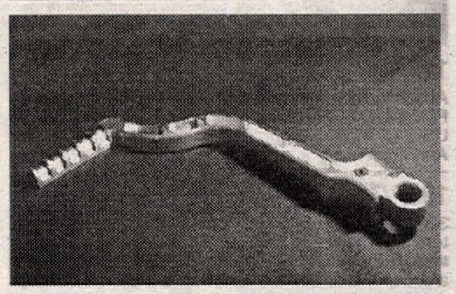

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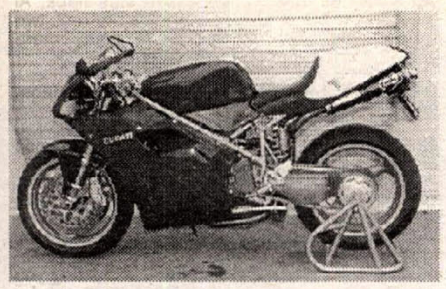

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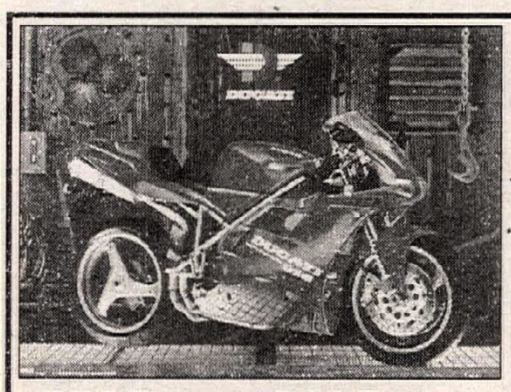

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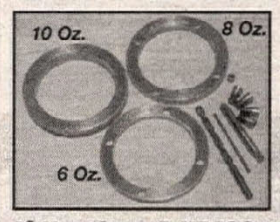

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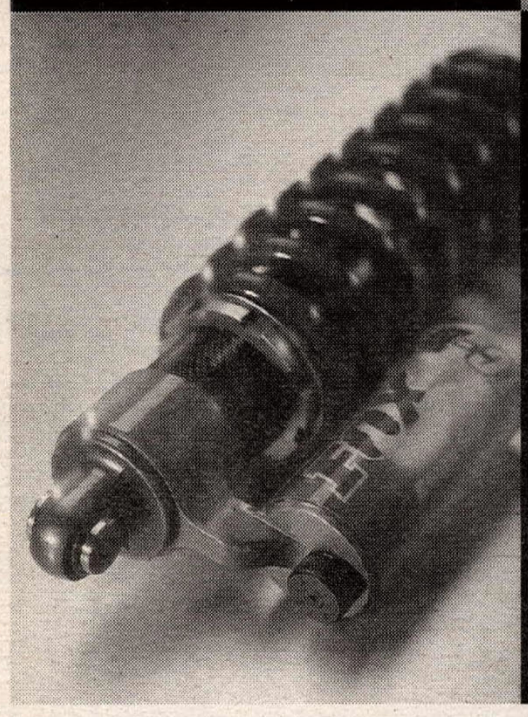

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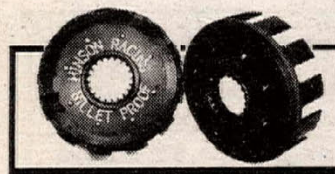

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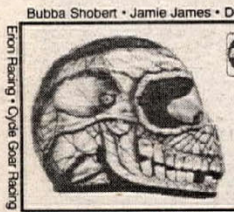

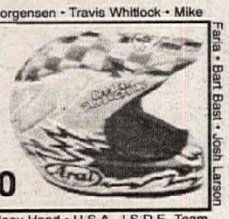

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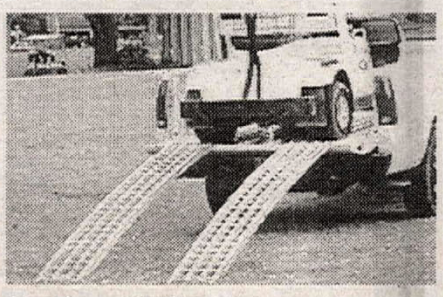

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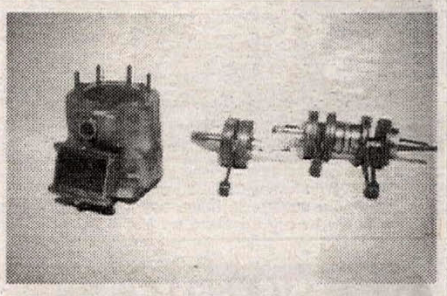

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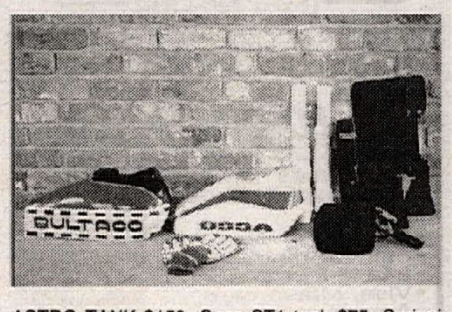

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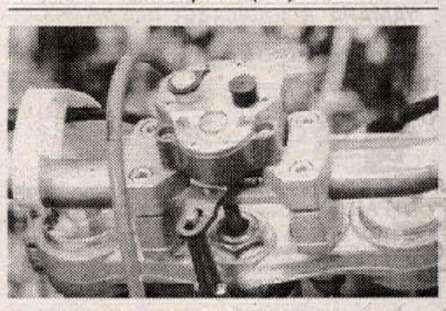

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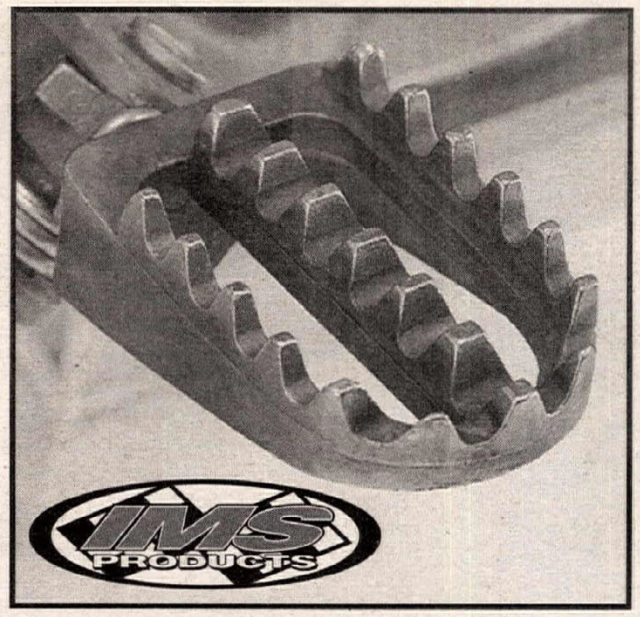

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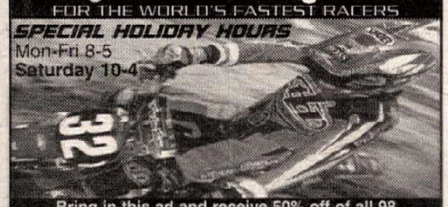

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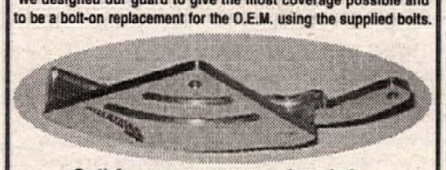

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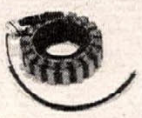

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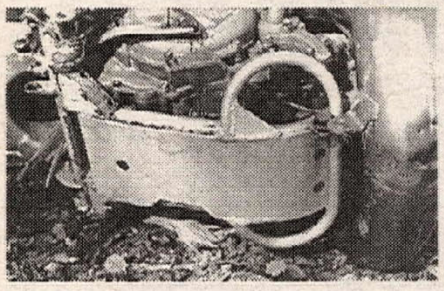

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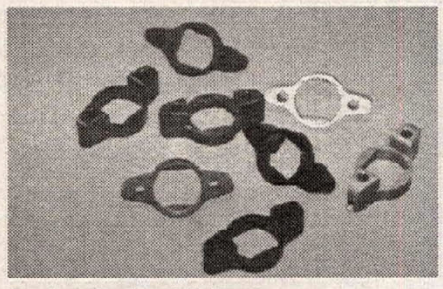

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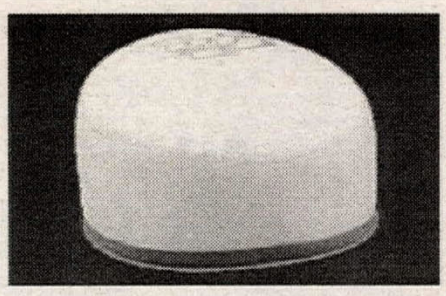

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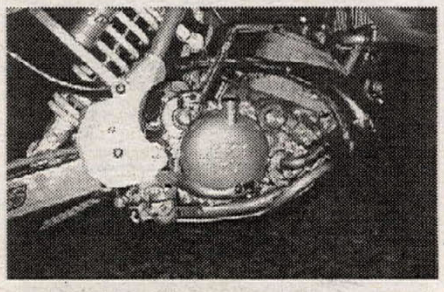

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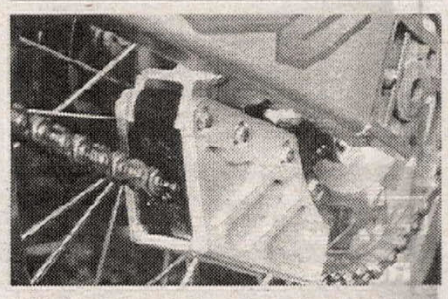

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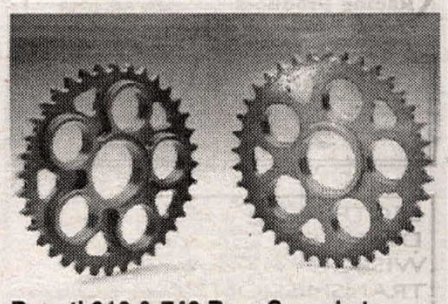

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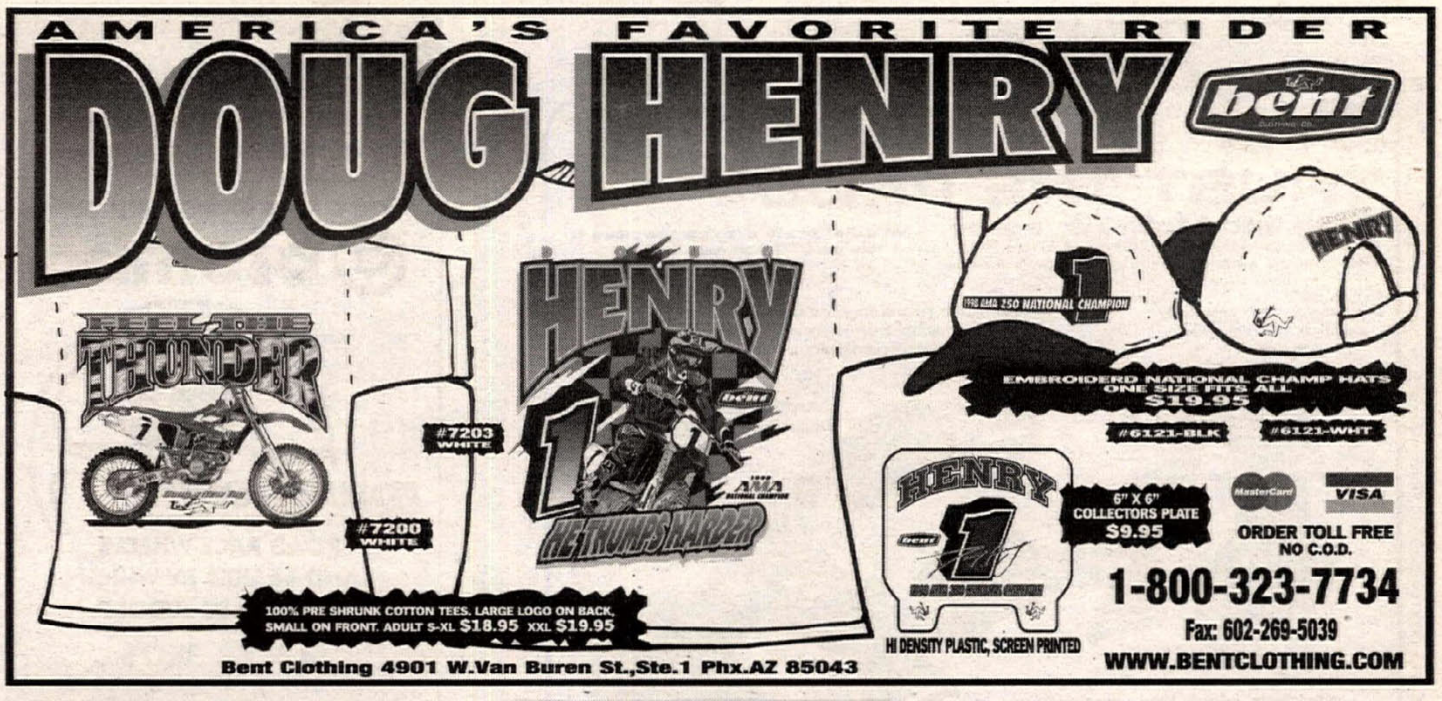

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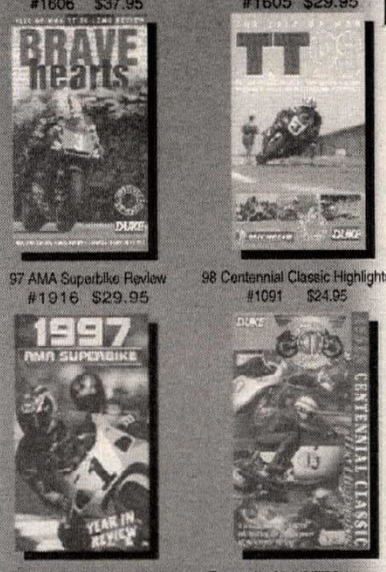

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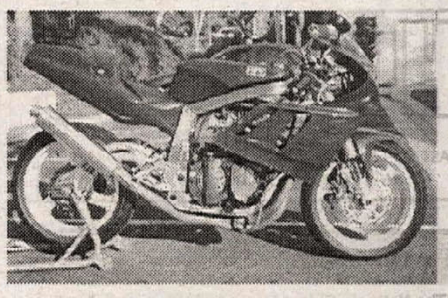

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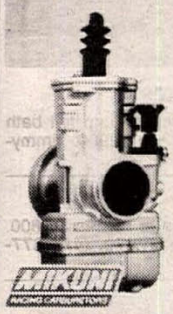

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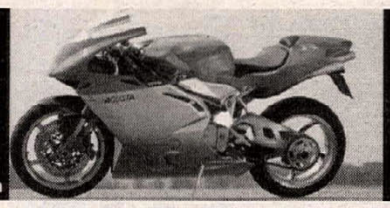

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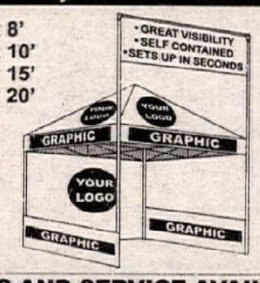

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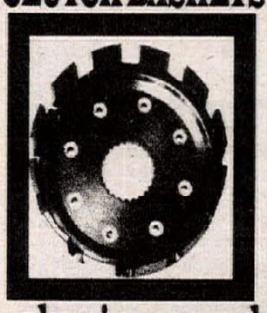

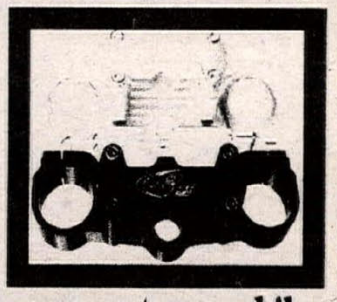

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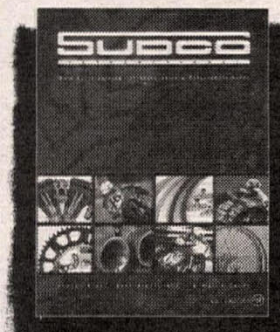

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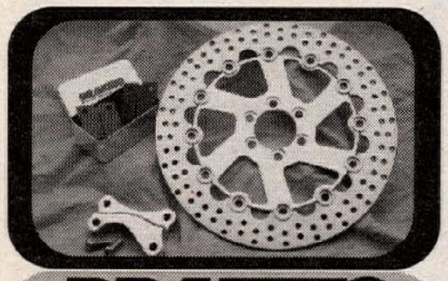

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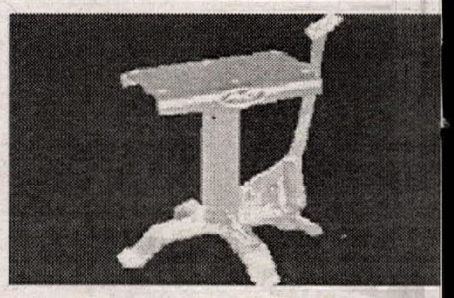

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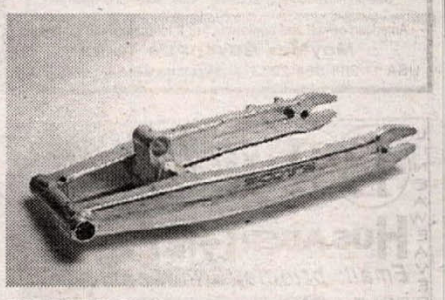

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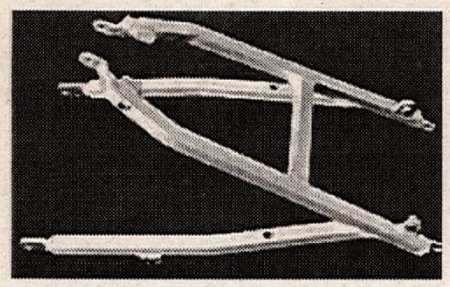

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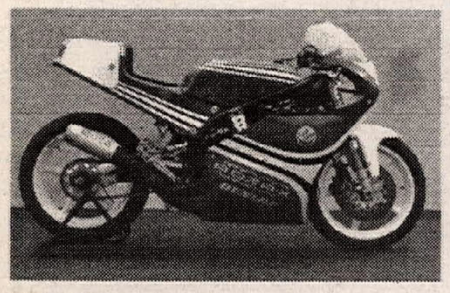

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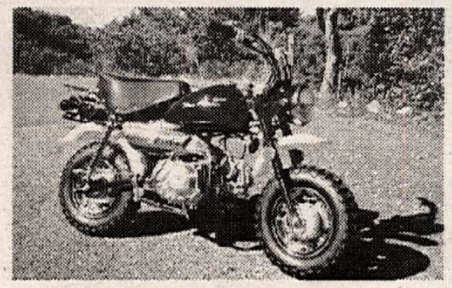

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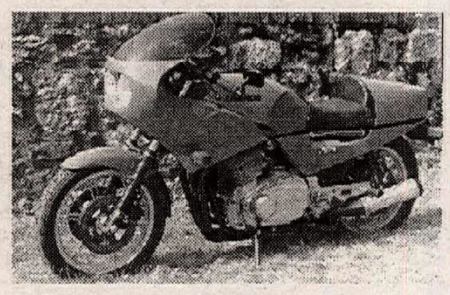

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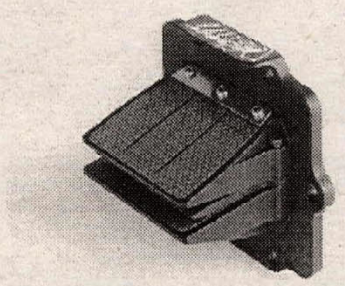

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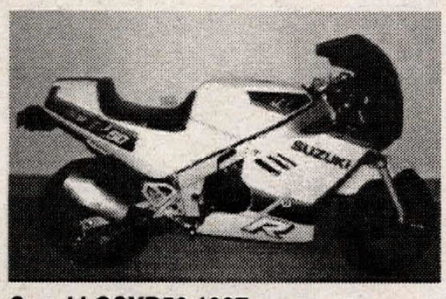

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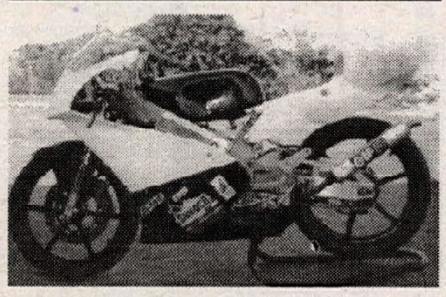

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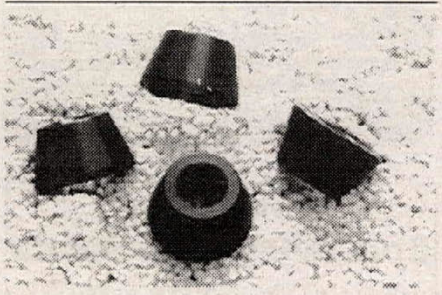

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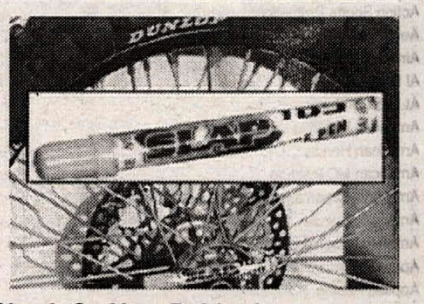

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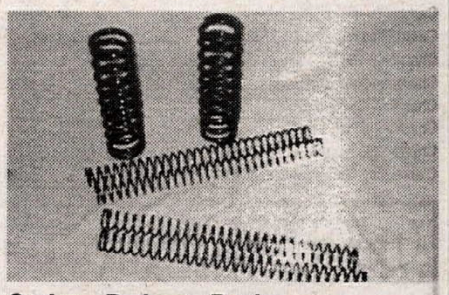

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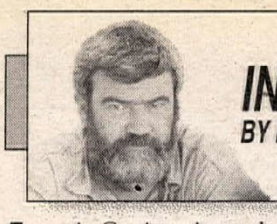
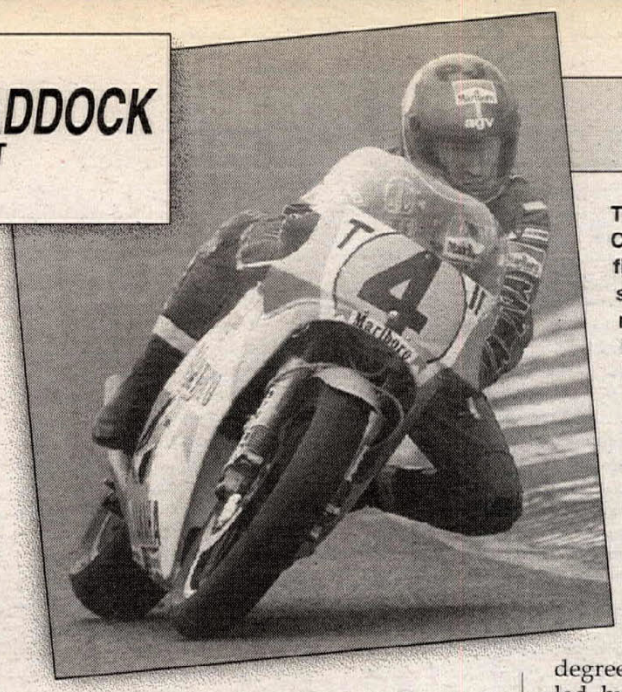


IN THE PADDOCK

BY MICHAEL SCOTT



The 1998 250cc World Championship isn't the first to be decided in such a controversial manner: In 1983, Kenny Roberts (left) and Freddie Spencer (right) nearly crashed together in their battle for the 500cc championship.

Loris Capirossi - excluded from the results of the Argentine 250cc Grand Prix for "unsporting conduct" after nerfing teammate Tetsuya Harada out of the championship and into the gravel at the last corner of the last race of a hectic up-and-down season - has been officially exonerated.

From hero to villain to hero again in two short weeks. Not that it made any difference, as FIM dignitaries huffed and puffed. They considered his last-ditch suicide attack dangerous, but crucially without deliberate intention of causing an accident. Taking into account the fact that his behavior that has been "irreproachable during his career in Grand Prix" they gave him back his second place and his 20 ill-gotten points.

It made no difference anyway, since he was World Champion with or without the points. By ensuring Harada did not score, he didn't need to either. The only point of the hearing was to clear his name, at least for the record books. Few of us who were actually there in Buenos Aires will find it so easy to forgive and forget, but in the long run that doesn't matter, either - just so much more huffing and puffing.

Condemnation of Capirossi was almost universal. Only a few espoused the other view - that Capirossi had actually been heroic, if seriously nuts - but isn't bike racing supposed to be seriously nuts anyway?

I was curious about my own reaction. I was really angry with poor, bewildered-looking Loris, enjoying his championship while enduring the angry taunts of his victim: Harada first punched a hole in the big poster of Capirossi's face in the Aprilia pit, then strode into the middle of a team photo session to give him an extravagant up-to-the-elbow gesture of defiance.

But why was I angry? When I watched Michael Schumacher do the same thing to Jacques Villeneuve last year to try to resolve the Formula One championship in his favor, I applauded. Because, for once, in the sanitized world of big-bucks car racing - all corporate uniforms and sponsor-speak - someone had behaved like a real racing driver.

So why was the same behavior intolerable in Capirossi?

I suppose it's because I care more about motorcycle racing, and because I'd always liked and admired Capirossi as a fun character and spirited rider, notably lacking in malice, who raced for enjoyment as much as for glory. This kamikaze move was (as the FIM observed) totally out of character.

I also believed that Harada deserved the title, having put together a much better season than the erratic Italian. He'd lost his championship lead through no fault of his own when his Aprilia seized and spit him off in the penultimate GP in Australia - through no fault of his own, he'd lost the lead he'd worked so hard and endured so much to accumulate.

The discussion then turned to nerfing in general. It happens over and over again all the way down the field, more usually through misjudgment than suicidal madness. Everybody could come up with at least five recent examples. None were as infamous as this one, however.

They date all the way back to 1983, when the protagonists were none other than a young Freddie Spencer and Kenny Roberts. The former - young pretender on a nimble three-cylinder Honda - deposed the latter - the King - after a classic to-and-fro season. There were just two points in it - and the outcome hinged on a nerfing incident even more controversial than was Capirossi's this year.

It happened at the end of the runway at Anderstorp airfield in Sweden, where the main straight ended in a 90-degree turn. It was the last lap. Roberts led, but Spencer's triple was in his slipstream. As Roberts braked, Spencer pulled inside before hitting his own brakes. Roberts let off his brakes slightly... and so on. It culminated in a near collision that put both riders off the track and onto the dirt. Spencer recovered quicker and won the race. Then he only needed to finish second at the next and final round at Imola in Italy to become World Champion.

There were other ups and downs in the year, but to Roberts, that was the crucial moment. Looking back, he has always manfully blamed himself, for underestimating the toughness of his Sunday-school opponent.

"He surprised me," Roberts has said. "I had no idea he was prepared to crash in order not to lose the race."

Similar thoughts must be going through Harada's mind.

The point was that everybody felt Spencer's kamikaze move had been deliberate. Capirossi's gave every appearance of being just the same thing: Crash or win. Rostrum or hospital - a noble enough sentiment, as long as it is not at somebody else's expense.

There have been countless other more or less deliberate nerfings in any and every form of bike racing. The antics of Steve Hislop and Niall Mackenzie in this year's British Superbike Championship rank pretty high on anybody's scale. Even Mick Doohan numbers a notorious accidental shove in 1993 among his more embarrassing moments: Trapped too fast in traffic for the first chicane at Donington Park, he skittled the Suzukis of Kevin Schwantz and Alex Barros in a spectacular three-bike aerial gymnastic display.

And nobody has more experience in nerfing than Max Biaggi, whose riding style on a 250 was merciless. He established the reputation in 1994 at the Hockenheimring, when he gave Doriano Rombono the crash-or-lose option in the final corners.

"I'll pay him back at the next race," fumed Doriano; to which Max sneered: "This is bike racing, not classical ballet."

Max has nerfed countless other opponents, including Olivier Jacque, most spectacularly at the A1-Ring on lap one of last year's Austrian GP. A bitter Jacque quipped, "I feel as though I have a target painted on my back."

But to be fair, it's never looked deliberate - Biaggi is just very tough, and he doesn't give up easily. As you may have noticed.

To put the whole thing in perspective, I tidied up some memories: Hadn't Harada nerfed Capirossi out of the Dutch TT, during their first bout of intense 250cc-class rivalry? I referred back to Motocourse, where the truth turned out to be slightly different. Yes, they had collided and both crashed, leaving Capirossi unconscious for a few minutes; and yes, he had blamed Harada for the crash. Later, photographic and video evidence clearly showed that Capirossi had made the mistake and had run right into Harada's rear three-quarter side. The Italian then apologized to his uninjured rival.

"I just felt a bump from behind," said Harada, who had defeated Loris for the title the year before.

Here we go again. CN

LOOKING BACK...

30 YEARS AGO... DECEMBER 5, 1968

Dick Miller (Tri) and **Dusty Coppage** (Tri) battled their way onto the cover of Issue #45 at the classic Hopetown Grand Prix. Coppage went on to run away with the Open Amateur/Expert-class win. In the upper left-hand corner of the same issue, **Preston Petty** (Suz) and **Brian Wade** (Gre) staged a similar battle for the 250cc Expert win. Wade came out of it with the victory... **Bengt Aberg** (Hus) won the 250cc International class and **Joel Robert** (CZ) the 500cc International class when the pair contested the New Philadelphia, Ohio, International MX... **Larry Bergquist** and **Gary Preston** (Hon) teamed up to win the Ensenada-to-La Paz desert race in Mexico... **Norton** took out a two-page advertisement for its Commando street model... **Mert Lawwill** (H-D) and **Mark Brelsford** (Tri) took home wins in the Expert and Amateur classes, respectively, at the final Ascot Half Mile of the 1968 season.

20 YEARS AGO... NOVEMBER 22, 1978

"Gassin'" Gaylon Mosier (Kaw) seemingly came from out of nowhere and got on the gas to win the AMA/Toyota Supercross Series finale at Anaheim Stadium. **Bob Hannah** (Yam) was second, and **Darrell Shultz** (Mai) was third... **Larry Roeseler** and **Jack Johnson** shared pilot chores on a Husky 390 to win the SCORE Baja 1000 in rainy conditions... **Jeff Ward** proved that he could still hustle a mini bike around a motocross course at "The night before the day after" motocross at Saddleback Park, as he won the Pro class... It was time to take a look at **Danny LaPorte's works Suzuki RN420-78** and also the production version of the **1979 RM400**, and we did, with the works bike being handled in this issue and the stocker coming in the next issue to make for a two-part series... **Jimmy Filice** had the hot throttle hand at the Salinas Airport dirt track. "Jimbo" tripled up, winning the 250cc Expert, 360cc Expert and King of the Airport mains.

10 YEARS AGO... NOVEMBER 16, 1988

Team Hyper-Cycle (Suz) and **Mike Smith** (Yam) were big winners at the AMA/CCS Race of Champions weekend at Daytona International Speedway. Hyper-Cycle, with riders Carry Andrew and James Domay, won the final round of the Endurance Challenge Series, also taking home the championship. Smith won three classes in RoC action. Interestingly enough, **Bubba Blackwell** (Suz) won the Heavyweight Superbike Novice class. Blackwell has since gone on to achieve notoriety for jumping his Harley-Davidson XR750 over cars à la Evel Knievel... We gave you a glimpes of Yamaha's red-hot-looking **FZR sportbike lineup** for 1989... **Kevin Brown** (Yam) won the final round of the AMA/Wiseco GNCC series in Tarentum, Pennsylvania, but the series title belonged to **Eddie Lojak** (Hus)... **Terry Vance** (Suz) officially retired from drag racing by scoring his 27th career NHRA Pro Stock Bike victory at the Winston Finals in Pomona, California, successfully closing the book on a career of dominance that spanned 17 years. CN

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